

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, MINING, MANUFACTURES.

HENRY V. POOR, Editor.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY, AT No. 136 NASSAU ST., NEW YORK, AT FIVE DOLLARS PER ANNUM IN ADVANCE.

SECOND QUARTO SERIES, VOL. IX., No. 16.]

SATURDAY, APRIL 16, 1853.

[WHOLE NO. 887, VOL. XXVI.]

PUBLISHED BY J. H. SCHULTZ & CO., 136 NASSAU ST.

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American Railroad Journal.

Saturday, April 16, 1853.

Canal Statistics.

The following Erie Canal statistics are official, from the report of the auditor of the canal department:

I. The total tonnage of all the property on the canals, ascending and descending, its value, and the amount of tolls collected for the last seventeen years:

Year.	Tons.	Value.	Tolls.
1836	1,340,807	\$67,634,843	\$1,614,342
1837	1,171,295	55,809,288	1,292,623
1838	1,333,011	65,746,559	1,590,911
1839	1,435,713	73,899,764	1,616,882
1840	1,416,046	66,303,892	1,775,747
1841	1,521,661	92,202,929	2,034,882
1842	1,236,981	60,016,608	1,749,196
1843	1,513,439	76,276,909	2,081,590
1844	1,816,586	90,921,152	2,446,374
1845	1,985,011	100,553,245	2,646,181
1846	2,268,662	115,612,109	2,756,106
1847	2,869,810	151,563,428	3,635,381
1848	2,796,230	140,086,157	3,252,312
1849	2,894,732	144,782,285	3,268,226
1850	3,076,617	156,897,929	3,273,899
1851	3,582,744	159,981,801	3,829,727
1852	3,863,441	196,608,617	3,118,004

II. The total tons coming to tide water from Erie and Champlain canals, for each of the last nineteen years, and the aggregate value thereof in market:

Year.	Tons.	Value.	1837..	160,116	728,756	408,751	1,292,623
1834	553,596	\$13,405,022	1838..	247,241	808,967	539,708	1,590,911
1835	753,191	20,525,446	1839..	310,072	756,723	549,587	1,616,382
1836	696,347	26,932,470	1840..	427,480	865,758	482,510	1,775,748
1837	611,781	21,822,354	1841..	500,630	924,826	609,927	2,084,883
1838	640,481	28,038,510	1842..	467,792	827,841	453,565	1,749,198
1839	602,128	20,163,199	1843..	628,297	892,151	566,142	2,081,590
1840	669,012	23,218,573	1844..	676,032	1,088,274	682,068	2,446,374
1841	774,384	27,325,322	1845..	677,922	1,240,678	727,582	2,646,182
1842	666,626	22,751,018	1846..	1,018,478	1,100,699	641,929	2,756,106
1843	886,861	28,458,408	1847..	1,583,500	1,218,761	837,943	3,835,204
1844	1,019,094	34,188,167	1848..	1,157,905	1,218,060	881,402	3,262,367
1845	1,204,943	45,452,321	1849..	1,101,860	1,261,229	905,187	3,268,226
1846	1,362,319	51,105,256	1850..	1,187,731	1,222,877	913,291	3,273,899
1847	1,744,283	73,092,414	1851..	1,251,390	1,027,124	1,051,213	3,829,727
1848	1,447,705	20,883,907	1852..	1,304,018	1,013,990	799,650	3,117,658

III. The whole quantity of wheat and flour which came to the Hudson river, from 1834, to 1852, inclusive, with the aggregate market value of the same, and the amount of tolls received on all the wheat and flour transported on the canals in each year, from 1838 to 1852, inclusive, is as follows:

Year.	Tons.	Value.	Tolls.
1834	130,452	\$5,719,795	Not asc'd.
1835	128,552	7,395,539	do.
1836	124,982	9,796,540	do.
1837	116,491	9,640,156	\$301,739
1838	138,080	9,888,586	380,161
1839	124,683	7,217,841	404,525
1840	244,862	10,362,862	700,071
1841	202,360	10,165,355	621,046
1842	198,231	9,284,778	606,727
1843	248,780	10,288,454	731,816
1844	277,865	11,211,677	816,711
1845	484,444	19,308,595	1,128,064
1846	320,460	15,962,950	861,583
1847	419,366	18,886,412	1,099,325
1848	551,205	32,890,988	1,460,424
1849	431,641	21,148,421	1,126,133
1850	484,444	19,308,595	1,128,064
1851	461,781	20,218,188	1,114,619
1852	457,624	16,487,652	867,881

IV. The following table shows for each of the preceding eighteen years how much of the tolls received in each year of navigation was on "products from Western States," how much was on "products of this State," and how much was on "merchandise going from tide water."

TOLLS ON AGRICULTURAL AND OTHER PRODUCTS.			
Year	From other States.	From this Medz.	Total on all canals.
1835	268,259	868,561	1,136,778
1836	317,108	775,979	1,093,087
1837	284,902	747,676	1,032,578
1838	558,288	637,036	1,189,319
1839	211,750	549,564	760,314

V. The following statement gives the total tonnage arriving at tide water, by way of the Erie canal, for a series of seventeen years, distinguishing between the tonnage from this State, and the tonnage from Western States:

Year,	From Western States—tons.	From this State—tons.	Total tons.
1836	54,219	364,906	419,125
1837	56,255	331,251	387,506
1838	83,233	386,016	419,249
1839	121,671	264,596	386,267
1840	158,148	309,167	467,315
1841	224,176	308,314	532,520
1842	221,477	258,672	480,149
1843	256,876	378,969	635,845
1844	308,025	491,791	799,816
1845	304,551	655,089	950,590
1846	506,830	600,662	1,107,270
1847	812,840	618,412	1,431,252
1848	650,154	534,188	1,184,387
1849	768,659	498,068	1,266,724
1850	773,858	598,001	1,371,859
1851	966,998	541,684	1,508,677
1852	1,151,978	492,721	1,644,699

VI. The following statement furnishes the progressive increase of the trade in Flour and Wheat. The results in the second column are arrived at by assuming that all the Flour and Wheat from Western States arrived at tide water, and by deducting it from the total arrival at tide water.—In turning wheat into barrels the practice has been followed of calling five bushels a barrel. It is not strictly accurate, but as it is done for the whole series, it answers for the purpose of a comparison of years. The average price of Flour each year at Albany is also given.

Year	Western States.	This State	Bills. arriving at tide water.	Price.
1835	268,259	868,561	1,136,778	\$2,50
1836	317,108	775,979	1,093,087	8,75
1837	284,902	747,676	1,032,578	9,50
1838	558,288	637,036	1,189,319	8,50

1889	683,509	425,544	1,100,058	6,50	1849	68	8 $\frac{1}{4}$	56c	36,918	1,266,724	1841	75	65	68	63	66
1840	1,666,615	1,080,084	2,146,699	4,84	1850	76	9	58c	38,444	1,554,675	1842	72	60	60	62	62
1841	1,282,987	596,657	1,829,644	6,00	1851	78	8 $\frac{1}{2}$	49c	40,896	1,508,677	1843	60	60	59	57	58
1842	1,146,292	543,064	1,776,051	5,18	1852	80	9	53c	41,672	1,644,699	1844	75	61	55	55	54
1843	1,568,645	670,532	2,289,177	4,56							1845	55	55	54	57	55
1844	1,727,714	746,939	2,474,653	4,50							1846	61	61	58	54	53
1845	1,553,740	1,288,416	2,842,156	5,57							1847	12	102	67	62	57
1847	2,738,474	929,330	3,652,804	5,05							1848	54	50	54	54	52
1847	3,989,282	791,106	4,780,388	6,84							1849	51	55	55	52	52
1848	2,988,688	790,114	3,758,802	5,58							1850	51	50	53	54	53
1849	2,842,821	836,938	3,739,759	6,00							1851	46	46	50	43	46
1850	3,084,959	905,277	3,990,236	5,00							1852	47	47	51	47	54
1851	3,495,734	495,467	3,991,201	4,00												
1852	3,937,866	877,731	4,815,097	4,58												

Of the \$8,118,244 collected during the last year of navigation, there was paid:

On Flour and Wheat \$995,160
On other products 1,328,924

Total on down freight \$2,319,084
On up freight or merchandize 799,160

Total \$8,118,244

From which it appears that flour and wheat paid nearly one half of the down freight tolls, and about one-third of the whole amount collected.— The auditor suggests that if flour and wheat from the Western states should increase in the same ratio as during the previous ten years, it might at the end of another term of that duration, add \$3,000,000 to the amount of tolls collected during the last season.

The total number of boats employed on the canals at the close of last season, as ascertained by actual count, was 3,404, their average tonnage being 80 tons, and the number of tons delivered at tide water from the Erie canal was 1,644,699.— An expenditure of \$500,000, according to the auditors statement, would enlarge the channel of the Erie canal sufficient for the passage of boats of a 150 tons. At an increase at the same rate as that of the last ten years, this would accommodate the business for twenty years to come, or at the same rate as the increase for the season of 1852, ten years. The auditor says:

With a delivery at tide water last year of 1,644,699 tons from the Erie canal, the whole tolls on the canals were over \$3,000,000 or about \$2 on a ton of the delivery. At the present rates it may be assumed that every ton of increased arrival at tide water will add \$2 additional toll, so that the delivery at tide water from the Erie canal shall reach 8,000,000 of tons, whether in twenty years or in ten years, the tolls may be \$6,000,000, and at that rate for any less time. Every increased delivery of 100,000 tons may be given at an increase of \$200,000 in tolls.

The number, tonnage, &c. of boats at the times when the three last actual counts were made, were as follows:

Jan. 1.	No.	Capacity.	Tons f'm Erie at Alex-	Tonnage at tide water	Locks	Lockages					
						Lock	Lock	Lock	Lock	Lock	Lock
1844	2,126	117,453	799,816	28,219							
1848	8,991	266,260	1,431,252	48,957							
1852	8,404	256,700	1,644,699	41,572							

The tons and lockages as put down are in each case for the year preceding the one named.

The following table shows for a series of years, the average tonnage of the boats; the time necessary to make a passage, and the cost to bring a bbl. of flour from Buffalo to Albany; the lockages at Alexander's lock, and the total tons delivered at tide water from the Erie canal:

Year	Tons f'm Erie	Tonnage at tide water	Locks	Lock	Lock	Tons f'm Erie					
						Lock	Lock	Lock	Lock	Lock	Lock
1841	41	9	71c	30,320	532,520						
1842	49	7 $\frac{1}{2}$	60c	28,219	799,816						
1847	67	10 $\frac{1}{2}$	77c	43,958	1,431,252						
1848	71	9	58c	34,911	1,184,337						

The following tables show the cost of transportation of up and down freight for a series of years, distinguishing between the amounts paid to the State for tolls, and to the forwarding merchant as freight. The upward freight is calculated upon the basis of one hundred pounds of merchandise, and the downward on that of a barrel of flour of 216 lbs.

UP FREIGHT PER HUNDRED LBS. FROM ALBANY TO

BUFFALO.

Year. May. June. July. Aug. Sept.

1830 1 00 1 00 1 00 1 00

1831 1 00 1 00 1 00 98 97

1832 1 00 1 00 1 00 1 00 1 00

1833 92 79 70 69 69

1834 82 82 82 82 82

1835 80 80 80 80 80

1836 1 05 1 05 1 05 1 05 1 05

1837 1 05 1 06 1 01 90 84

1838 85 85 88 85 85

1839 87 81 76 81 90

1840 80 80 85 80 85

1841 68 68 59 47 50

1842 75 71 68 58 58

1843 56 55 51 46 51

1844 77 60 48 48 67

1845 51 44 48 49 49

1846 38 40 41 35 43

1847 39 39 39 39 39

1848 39 39 39 39 39

1849 39 39 39 39 39

1850 37 35 35 35 36

1851 31 31 30 30 31

1852 28 26 25 25 26

1594 1540 1502 1455 1499

Total average for years..... 69 67 65 63 65

Oct. Nov. year. ed. fre't.

1830 1 00 1 00 1 00 51 49

1831 99 99 99 51 48

1832 1 00 1 00 1 00 51 49

1833 67 73 74 44 36

1834 88 82 82 33 49

1835 80 80 80 33 47

1836 1 05 1 05 1 05 33 72

1837 75 88 93 33 60

1838 88 88 85 33 52

1839 90 90 85 33 52

1840 84 87 83 33 50

1841 58 81 61 33 28

1842 60 81 62 33 33

1843 61 72 56 33 23

1844 77 80 65 33 33

1845 47 50 48 33 15

1846 40 49 40 24 16

1847 39 39 39 24 15

1848 39 39 39 24 15

1849 39 39 39 24 15

1850 37 39 36 24 12

1851 31 32 31 22 9

1852 26 28 26 15 11

1519 1621 1532 750 788

Total average for years..... 66 70 67 38 34

Oct. Nov. year. ed. fre't.

1830 1 00 1 00 1 00 51 49

1831 99 99 99 51 48

1832 1 00 1 00 1 00 51 49

1833 91 82 86 83 90

1834 87 78 78 81 85

1835 70 65 66 64 64

1836 80 78 72 72 76

1837 80 80 82 72 88

1838 80 78 71 68 78

1839 68 67 65 65 78

1840 80 78 74 67 76

1841	75	65	68	63	66
1842	72	60	60	62	62
1843	60	60	59	57	58
1844	75	61	55	55	54
1845	55	55	54	57	55
1846	61	61	58	54	53
1847	12	102	67	62	57
1848	54	50	54	54	52
1849	51	55	55	52	52
1850	51	50	53	54	53
1851	46	46	50	43	46
1852	47	47	51	47	54

1709 1608 1551 1508 1576

Total average for years..... 74 70 67 66 69

Av'age Tolls Leav-
for deduc-
ing

Oct. Nov. year. ed. fre't.

1830 1 01 1 02 98 55 43

1831 97 1 02 96 55 41

1832 1 00 1 06 1 00 55 46

1833 91 91 88 35 48

1834 85 88 83 35 48

1835 76 75 68 35 33

1836 80 80 77 35 42

1837 77 97 81 35 46

1838 70 76 78 35 38

1839 87 1 00 75 35 41

1840 80 1 13 81 35 46

1841 73 85 71 35 36

1842 63 76 65 35 30

1843 62 70 60 35 25

1844 57 65 60 35 25

1845 53 66 71 35 26

1846 58 1 05 64 31 33

1847 66 73 77 31 46

1848 66 72 58 31 27

1849 57 71 56 31 25

Abstract of the Returns made by the Massachusetts Railroads to the State Legislature, for the year ending January 1, 1853.

Names of roads.	Capital paid in.	Cost.	Length, track, es.	Length of double branch- ed per fed per hour.	Speed of pas. enger train.	Speed of trains of adopted trains.	Expense of work- ing.	Net earnings.	Dividends.	Debt.	Surplus, tal. la.	Capital, Pa. & No. of shares.	
Agricultural Branch*.	\$600,000	\$600,000	\$600,000	21.20	25	12	\$42,000	\$42,000	\$42,000	.....	.....	.....
Amherst and Belchertown*.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Berkshire*.	\$600,000	\$600,000	\$600,000	21.20	25	12	\$42,000	\$42,000	\$42,000	.....	.....	.....
Boston, Barre & Gardner*.	1,830,000	1,830,000	1,995,249	25.77	25.77	1.87	25	12	383,108	327,227	33	\$25,155	
Boston and Lowell.	4,165,700	4,076,974	52	4,082,926	58	74.26	27.79	8.79	24	661,521	68	328,306	
Boston and Maine.	3,160,000	3,160,000	3,546,203	89	41.00	15.75	12.00	25	14	429,484	84	216,588	
Boston and Providence.	4,500,000	4,500,000	4,845,966	99	44.63	44.63	24.00	25	11 1/2	785,819	47	427,522	
Cape Cod Branch.	800,000	421,950	638,906	61	27.08	1.45	21 1/2	14	80,743	88	80,087	80	
Charles River Branch.	125,800	100,586	86	160,728	90	.....	.....	.....	.....	.....	.....	65,223
Chehire.	2,250,000	2,078,625	2,002,094	48	53.64	.....	.....	25	10	287,768	60	232,501
Connecticut River.	1,750,000	1,561,110	1,801,964	26	50.00	.....	.....	25	10	229,004	98	155,762
Dorchester and Milton branch.	180,000	78,340	00	136,372	77	8.25	.....	.....	10	75,500	00	55,266
Duxbury and Georgetown*.	8,150,000	2,850,000	3,120,391	67	38.20	16.00	19.87	21	15	488,973	81	247,955	
Essex.	700,000	296,257	311	609,006	90	19.86	2.00	1.86	20	15	36,281	92	241,017
Fall River.	1,200,000	1,050,000	1,050,000	42.24	22	18	220,445	37	12 1/2	574,574	36	2,180	
Fitchburg.	3,540,000	3,540,000	3,633,673	57	50.98	50.98	16.85	24 1/2	12 1/2	31,402	78	129,586	
Fitchburg and Worcester.	500,000	218,128	55	312,228	75	18.99	.....	22	10 1/2	3,090	00	28,628
G. June, R. R. & Depot Co.	1,200,000	798,151	58	1,282,072	97	6.49	.....	80	12	.....	.....	7,874
Gardiner and N. Haven.	300,000	20,580	00	25.701	38	3.10	.....	12	.....	.....	.....	497,000
Harvard Branch.	40,000	121,000	00	237,327	56	6.63	.....	12	.....	.....	.....	123,962
Lex. & West Cambridge.	200,000	200,000	200,000	846,062	83	12.35	.....	25	12	41,778	67	27,320
Lowell and Lawrence*.	200,000	155,861	23	1,511,111	70	66.00	.....	24	12	114,410	78	14,458
Marlborough Branch.	35,000	32,050	50	33,588	75	3.60	.....	12	12	67,251	90	128,288
Medway Branch.	600,000	600,000	651,214	88	14.58	14.20	28	14	182,545	83	73,438		
Nashua and Lowell.	500,000	500,000	520,475	73	20.18	95	26 1/2	16	164,220	26	51,513		
New Bedford and Taunton.	300,000	181,030	00	263,540	28	14.58	.....	24	18,819	02	43,950	
Newburyport.	450,000	255,613	88	255,613	88	24	.....	12	114,410	78	33,500	
N. London, Wil. & Palmer.	1,700,000	558,861	23	1,511,111	70	66.00	.....	24	12	67,251	90	985,582
Norfolk County.	1,200,000	457,015	00	1,245,927	72	25.97	1.19	24	11	267,511	70	43,885	
Nor. & Worcester.	2,825,000	2,121,100	00	2,506,488	20	59.00	1.80	22	11	191,484	72	76,126	
Old Colony.	2,100,000	1,964,670	00	2,298,584	83	37.25	11.50	20	12 1/2	322,213	74	220,703	
Peterborough and Shirley**.	275,000	210,800	00	263,540	28	14.08	.....	12	101,510	44	288,300	
Pittsfield and North Adams.	500,000	443,677	68	18.65	.70	20	20	12	40,395	55	101,510		
Providence and Bristol*.	1,457,500	1,731,498	18	43.41	6.17	20	12	12	253,690	54	18,087		
Providence and Worcester.	400,000	243,305	00	362,672	42	16.88	.....	25	12	58,694	36	22,308
Salem and Lowell.	160,000	128,660	00	128,856	93	8.75	.....	12	53,629	04	65.32	128,399
Saugus Branch*.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Somerville and Blackstone*.	400,000	209,532	73	236,226	61	8.15	22	22	15	51,563	19	43,328	
South Reading Branch.	600,000	259,685	00	428,850	70	11.05	.....	22	12	24,680	00	8,237
Stockbridge and Pittsfield††.	448,600	448,700	00	448,700	00	21.93	.....	22	12	31,409	00	7,500
Stony Brook.	275,000	265,900	00	265,813	17	18.16	.....	28	12	113,310	57	31,409
Stoughton Branch.	85,400	85,400	00	93,443	29	4.04	.....	20	12	27,165	62	19,247
Taunton Branch.	250,000	250,000	00	307,136	29	11.10	.....	22	14	137,401	78	24,399
Troy and Greenfield.	354,900	88,831	02	448,700	00	42.55	.....	22	12	218,679	14	18,648
Vermont and Massachusetts.	3,300,000	2,240,536	04	3,451,628	73	69.00	.....	20	12	200,030	36	78
Ware River*.	6,500,000	6,150,000	00	9,963,758	84	156.40	68.14	28	15	1,389,873	09	656,678	
Western.	6,500,000	6,150,000	00	41,216	29	2.75	.....	23	10	162,109	20	334,760
West Stockbridge.	89,600	89,600	00	89,606	66	45.69	.....	23	10	162,109	20	1,805
Worcester and Nechua.	2,100,000	1,194,000	00	1,321,945	64	.76	.....	23	10	162,109	20	1,782
Total.	56,236,600	46,559,220	34	60,019,051	77	1,280,29	270,33	103,68	28,63	12,98	7,713,208	35	4,541,468
													31,197
													2,483,545
													94

* Not in operation. † Run by Housatonic R. R. Co. ‡ Run by Boston & Wor. R. R. Co. § Run by Old Col. R. R. Co. || Run by Fitchburg R. R. Co. ¶ Run by Norfolk Co. R. R. Co. ** Run by Fitchburg R. R. Co. *** Run by Old Col. R. R. Co. §§ Run by the Nashua & Lowell R. R. Co. §§§ Receipts for nine months.

R. R. Co. †† Run by Old Colony R. R. Co.

Journal of Railroad Law.**TIMELY NOTICE OF AN ACCIDENT.**

While the telegraphs furnish facilities, they impose duties.

This was lately shown in the case of *Hodgson, vs. Manchester, Sheffield and Lincolnshire Railroad Company*, tried in the Northern Circuit of England.

The plaintiff was a guano dealer, and having a season ticket on the defendants' road, was in the habit of constantly travelling upon it for the sake of attending markets. He was on one occasion going from Sheffield to Manchester, and at a few miles beyond Wadsley station, there happened a slide of the bank, which stopped the progress of the cars. The train in which the plaintiff was travelling had arrived safely at the Wadsley station. At that station a signal was up to stop, but before this direction could be complied with, they ran into a pilot engine; in consequence of which plaintiff was bruised in the leg, and was compelled to pay 18 guineas to his surgeon.

The judge left it to the jury to decide whether or not the defendants had been guilty of negligence in not having availed themselves of their telegraph in such a way as to give notice of the bank slide in due season to prevent the occurrence which had taken place.

The jury awarded £100 to the plaintiff.

POWERS OF DIRECTORS OF RAILWAY COMPANIES IN REGARD TO LOCATING ROUTES.

A very important opinion respecting this subject has lately been delivered by Judge Caldwell, of the Ohio Supreme court, in the case of *W. H. Baldwin, vs. the Hillsborough railroad company and others*. An injunction had previously been issued against the company, ordering them to desist from completing a proposed extension of their road.

The plaintiff was a stockholder in said company and complained of an alteration in the route of the road as originally laid out. The company was about to extend its road east from Hillsborough to a point near or opposite Parkersburg, in Virginia, in order to connect with the North Western Virginia railway.

The original intention of the company had been to connect with a road to Chillicothe; but this plan had failed, and resulted in two rival roads with both of which it was said the proposed extension interfered.

The Judge thought that in a case like this the directors were invested with a certain discretionary power in regard to the location of the routes. If there had been any evidence of a fraudulent purpose on the part of the directors in selecting the route in question, the court would not have hesitated to enjoin them against proceeding. But no evidence has been produced showing that the directors have not consulted the best interests of the company in the matter under consideration.

But it was urged that the route of the proposed road had been virtually located by the act of the 12th of March, 1851, by which the proposed extension was authorized. That act was adopted at a meeting of the stockholders of the railroad company, and in pursuance of the provisions of said act, the stockholders selected a route by the way of Paint Valley. The directors had 14 miles of that route surveyed. They did more. They made contracts for constructing a road thereon. But making a survey is not a location of a route. Nor

do mere resolutions of a board of directors amount to the location of a route. They had a right to change their minds,—and to change the routes, if the interests of the company required it.

It was urged that stock was subscribed for in view of the extension by the route so originally selected. This might or might not have been so. There appears to have been no intentional bad faith on the part of directors towards subscribers of any class. Although the company had made contracts in reference to the route originally selected, those contracts were conditional. A mere resolution may always be rescinded.

It being urged that the route can only be changed by the stockholders, the Court decided the selection of a route to be the proper duty of the directors. But this had been the turning point at the last election of directors; and their conduct had been in the main ratified by the company.—And in regard to the arguments that it was indicated by the charter that the road should be continued to Marietta, the Court remarked, that for aught that appeared the proposed route might be the best route for reaching Marietta.—The position that the directors had fraudulently issued bonds for the purpose of carrying out their project, was also deemed wholly untenable,—especially as the plaintiff had sanctioned other but similar measures by his own vote.

The injunction was dissolved.

THE SECOND AVENUE RAILROAD.

A like decision was made in this case.

The grounds of the same, were thus briefly set forth by Judge Roosevelt:

The allegation of the great pecuniary value of the grant of the railroad in question, not being denied, is, in effect, admitted to be true.

No corporation, whether monied or municipal, having stockholders or constituents, has a right without their consent, to give away the property entrusted to its care.

The exclusive privilege of laying rail track and running cars, and receiving pecuniary emolument therefrom, like the franchise of a bridge or ferry, or other incorporeal hereditament, is as much a subject of property as the Park or the City Hall, or the moneyed contents of the City Treasury.

To grant such a privilege to a few favored individuals, without any public equivalent, is in principle, the same as a resolution or ordinance of the Common Council directing a division of the funds of such City, raised by taxation, among the members themselves.

Such acts, whether done or threatened, are all alike, gross breaches of trust, and subject as such to the jurisdiction of the supreme court, sitting as a court of equity.

It is the duty of the court, in such a case, as in the case of any other trust, on the complaint of injured parties, who, in the present instance, are the oppressed tax payers, to restrain the commission of such acts, by injunction, and where the grants are already made, to declare them null and void.

If it be true, (and such is admitted to be the fact,) that the franchise in question was of the value of, and might have been disposed of for "many thousand dollars," it follows, as an inevitable consequence that by giving it away the Common Council were in effect, taxing their constituents unlawfully, to the extent of as many thousands.

J. Morris, dissented in both cases.

CAN RAILROAD COMPANIES BE EMPowered TO SUBSCRIBE FOR STOCK.

This question has been decided affirmatively by the Supreme Court, in the case of *White, vs. the Utica and Schenectady railroad company*.

The Legislature, in a special act, empowers the said company to subscribe to stock of a Canadian

railroad company,—with whose road a communication was to be effected by the said Utica and Schenectady company. This subscription has now received the sanction of a judicial tribunal.

Geographical, Geological, and Statistical relations of the Ohio and Mississippi Railroad.

The Ohio and Mississippi Railway, when completed, will be the central axis,—like the hub to the wheel,—in what may properly be called the Railway System of the Mississippi Valley. That system will be as grand in artificial works as that valley is vast in extent and resources. Already, ten thousand miles of railway, exceeding, in aggregate, those of all Europe, are either finished, constructing or planned, with a moral certainty of completion. On the north they connect with the great Basin of the Lakes, from the Gulf of St. Lawrence to the Arctic Plains; on the south they stretch to the Gulf of Mexico; on the east they are linked to every great city of the Atlantic and on the west they are already rapidly tending towards the bosom of the Pacific. On a straight line between Cincinnati and St. Louis will be found a point midway between the Atlantic and the Rocky Mountains, and between the lakes and highlands of the Gulf; on that line also will be found the centre of population for that wide region, where eight millions of people already reside, and where nature has furnished abundant food and temperate climate for hundreds of millions in time to come. In every sense, therefore, natural, commercial and civil, the railway line between Cincinnati and St. Louis occupies a central and commanding position in reference to the whole railway system of the central west.

In estimating the traffic and profits of such a work we must not merely consider what we know of the present, but look beyond into some of the great elements of nature, society, industry and commerce; for the stream of business and of movement, on the artificial communications of a country, as certainly proceed by fixed laws, from the resources of nature and the arts and growth of a people in that country, as do the streams of water from their original and perennial fountains.—Therefore, in discussing the problem you have submitted to me, I shall consider the subject in the following order, trusting that, if the details seem dry, you will consider that they lead to an inevitable and a satisfactory conclusion.

1. The Geographical position of the Cincinnati and St. Louis Railway.
2. The Geological elements of wealth, subsistence and population in the country traversed.
3. The magnitude and commerce of the cities connected.
4. The actual surplus productions of the country traversed.
5. Tributary Railway lines.
6. The shortened distances, by these lines, from the central cities to the seaboard.
7. Estimate of through passengers.
8. Estimate of lateral passengers.
9. Estimate of way passengers.
10. Estimate of freight derived from the surplus productions.
11. Estimate of freight derived from merchandise and manufactures.
12. Final estimate of profits.

1. GEOGRAPHICAL POSITION.

Whoever examines the geographical features of the Mississippi Valley will at once observe that it has two great NATURAL AXES, nearly at right angles with one another. One is the longitudinal axis of the Mississippi itself, extending from the Arctic Plains to the Gulf of Mexico, in a straight line less than 1,500 miles, but by the river course 3,860 miles; the other is the transverse axis, formed by the Ohio, the Missouri and the Platte, pursuing a general course east and west. This axis is not quite so direct as that of the Mississippi; but pursues a geographical direction, substantially, at right angles with the former. The southern deflection, terminating at the mouth of the Ohio, is formed

ed by the general declivity of the Valley towards the Gulf of Mexico. The length of this tranverse axis, from the eastern to the western mountain chains, is about equal, on a straight line, to the longitudinal axis—1,500 miles—although, by the river distances, it is more than three thousand.

The existence of these two great natural axes determines three great *principles*, in reference to all the future railway systems of the central west.—These principles will exert a controlling influence over all particular works, and must have an important bearing on the line between Cincinnati and St. Louis. They are

1. Nature having formed great highways on which, naturally, all commerce flows—to which all plains incline, and where, by the aid of steam applied to vessels, a large portion of the movement of the country must still go on—it follows that the railway system *must conform, generally, to those natural ones*. They must tend to supply, as far as their artificial uses go, the original purposes of these great channels. They must take the general direction of either the longitudinal or transverse axis, or they cannot supply the demands of commerce on those interior plains which descend towards those axes.

3. The Valleys of these great axes are, in consequence of their extraordinary irrigation, and the descent of the whole country towards them, the great depositaries of vegetable productions, and, therefore, of food to men and animals. There, life, both vegetable and animal, most abounds, and there movement is most necessary to life; there gravitates the means of subsistence, and there also gravitates the living population, which will produce, consume or fabricate it into the merchandise of commerce. Thus we see arise on the great tranverse axis of the Ohio and the Missouri the cities of Pittsburgh, Wheeling, Cincinnati, Louisville and St. Louis, whose united population is double that of all the cities on the Lakes and the Gulf of Mexico together. The centralization of commerce and population in the tranverse valleys is double what it is on both sides, north or south, and *quadruple what it is on either one*. The existence of the great axes, therefore, has determined, as a second principle, the *centralization of population, production and commerce of these lines*.

3. It follows inevitably, from those facts, that those railways which are *nearest to and conform most to the natural axes of the country* will have the most business, and be the most profitable, for they lie on the centres of population and production.

These are general principles which flow directly from the geographical features of the Mississippi Valley. Their application to the Cincinnati and St. Louis railway is direct and obvious. This work lies precisely on the line of the transverse axis, having avoided only the deflection of that axis at the mouth of the Ohio; but preserving the general direction of the Ohio, the Missouri and the Platte. Intersecting the Missouri Valley at its outlet, it commands the entire transit traffic of the great plain west of the Mississippi; it there proposes to transfer so much of that traffic destined eastwardly, over a straight line of less than half the length of the water course, again intersecting the Ohio at the very centre of its trade and population, it rejoins the natural axis, where it can command the trade of the east tending westwardly. In fact, it never leaves the great natural current, except to avoid its sinuosities.¹ Such is its geographical position. The direct advantages which flow from it are these; that the entire Railway system of the central valley, covering two million two hundred and fifty thousand square miles, will radiate round this axial line; that no longitudinal line, connecting the basin of the Lakes with the Gulf of Mexico, can exist without intersecting this work, or its continuances; that all the great lines of the east must tend towards it, as a centre of union; that any highway hereafter constructed to the Pacific will become a continuance of this; and lastly, that by connecting the great commercial centres of Cincinnati and St. Louis, it becomes the channel into which the population, commerce and manufactures of the valley pour their united streams.

2. GEOLOGICAL FORMATION.

This is a consideration not to be lost sight of when we would estimate the traffic of railways on extending lines. In some countries we might pass over sandy plains in order to reach distant cities; in others, mountain regions, unfruitful of anything but mineral resources; in others, through land wholly arable, or in others of grassy plains. The geology of the country through which the Ohio and Mississippi railway passes is one characterized by all the elements of great wealth. At Cincinnati is nearly the centre of the blue limestone region, that which is probably more fitted to the production of Indian corn, and all the vegetable materials of food than any other section of the country. In the Valley of White River, on the Wabash, the road passes for long distances through the finest alluvial beds in the great alluvial plain of the West. In Illinois it passes through the same formation; while midway on the line it intersects a portion of the immense coal field which there crosses the Valley of the Ohio. Near St. Louis, at its western extremity, are immense bodies of iron and lead, scarcely begun to be developed, which must, hereafter, form the basis of immense manufacturing establishments. Such is the geology of the country traversed by this work, and of the neighboring sections, which must contribute to its business.—Its alluvial character makes the road easier of construction, while it greatly increases the materials of its traffic. With this peculiar characteristic there is singularly united, in and around the same region, deposits of coal, iron and lead, greater in magnitude than any found equally accessible in any country.

3. THE MAGNITUDE AND COMMERCE OF THE CITIES.

Cincinnati and St. Louis, the two cities at the extremities of this line, have no rivals in the rapidity of their progress, the accumulation of their wealth or the splendor of their prospects; they stand where there is more positive power to feed men, more materials for manufacture, and greater extent of inland manufactures than is to be found at any other points in America. The adventurous merchant finds thirty thousand miles of internal coast open to his commerce, before he even reaches the ocean. The manufacturers and artisans finds, spread within their reach, coal, iron, stone and timber, in quantities such as populous nations in accumulated ages of time cannot exhaust. And hungry millions, in search of food and comfort, find a soil fertile in every salutary plant, and abounding in every physical element of human happiness.—It is such causes which have produced the rapid population of the west, and such causes will, for centuries to come, continue its growth and increase the magnitude of its cities. That the growth and prospects of Cincinnati and St. Louis may be fully understood, I present the following tables—exhibiting, in the first place, their absolute growth, and next, their growth as compared with New York and Philadelphia, when at the same relative magnitude.

1. TABLE OF THE POPULATION AND GROWTH OF CINCINNATI.

Years.	Population.	Decennial Increase.	Increase per cent.
1800	750	...	...
1810	2,320	1,570	200
1820	9,602	7,282	314
1830	24,831	15,229	158
1840	46,388	21,507	87
1850	116,108	69,770	150

2. TABLE OF THE RELATIVE GROWTH OF NEW YORK, PHILADELPHIA AND CINCINNATI.

NEW YORK.		PHILADELPHIA	
Years.	Population.	Years.	Population.
1790	33,131	1790	42,520
1800	60,489	1800	70,287
1810	96,378	1810	96,664
1820	123,706	1820	108,116

CINCINNATI.	
Years.	Population.
1820	9,602
1830	24,831

1840	46,388	87	"
1850	116,108	150	"

This table proves that Cincinnati has grown much more rapidly, at corresponding eras, than either New York or Philadelphia; and there is certainly nothing in the relative situation of either to show that their relative growth will not continue. In thirty years (at similar periods) New York increased 90,000 (275 per cent); Philadelphia, 66,000, (159 per cent); and Cincinnati, 106,506, (1,100 per cent.)

3. TABLE OF THE RELATIVE GROWTH OF ST. LOUIS.

Years.	Population.	Decennial Increase.	Ratio of Increase.
1820	4,598	...	...
1830	5,853	1,534	30
1840	16,469	10,617	180
1850	82,742	66,273	400

4. TABLE OF THE COMBINED GROWTH OF ST. LOUIS AND CINCINNATI.

Years.	Population.	Decennial Increase.	Ratio of Increase.
1820	14,200	...	...
1830	30,683	16,483	106
1840	62,807	34,124	105
1850	198,850	126,043	215

The very remarkable fact is presented in this table, that the *ratio of increase* has doubled in the last period. The increase of New York city has never been beyond 70 per cent in a *decennial period*; while we find that of Cincinnati and St. Louis 216 per cent, when they had reached an average magnitude of 100,000 inhabitants! This fact proves that, as the internal commerce of the west increases it impels the growth of the marts of trade at an increased ratio, in order to distribute the products of its fertile soil and its rapidly increasing population. The combined growth of the cities of the Ohio valley, viz: Pittsburgh, Wheeling, Cincinnati and Louisville, presents the same fact in a striking point of view; in 1810 they had 10,000 inhabitants; in 1830 60,000, and in 1850 270,000. In 1860 the commercial towns of the Ohio Valley will have a population exceeding half a million.

I shall not undertake to predict the period when St. Louis and Cincinnati will be parallel in magnitude with New York and Philadelphia; but that such a period will come cannot be doubted by those who have attentively considered the far greater resources, and ultimate population, which will supply the elements of trade and civic employment, to the central cities in comparison with those of the seaboard. If, then, it be profitable to employ six millions of capital in railways radiating from Boston; if it be profitable to send forth railways from New York, Philadelphia and Baltimore—tunnelling the mountains—traversing the shores of the Lakes—and pursuing their devious way in pursuit of *part* only of the commerce of the west—how much more profitable must it be unite the commercial capitals of the west, in a direct line, through that fertile garden filled with that much coveted commerce? Nothing can be plainer than the superiority of its results to those which can possibly be obtained, even on the most prosperous of those lines, in which such enormous capitals have been embarked.

4. THE ACTUAL SURPLUS PRODUCTION OF THE COUNTRY TRIBUTARY TO THE CINCINNATI AND ST. LOUIS LINE.

The *positive surplus* production of a country must be determined, before we can properly estimate the profits of commerce. Even then we shall fall much short of the amount which is *moved* on the transit lines; for we ascertain a surplus only by subtracting from the production the *aggregate* consumption. But it is obvious that as, even in the smallest territory, one part of the people produce for the consumption of another part—there must be, even on small surfaces, a continual *movement* of articles which enter into the aggregate of consumption. For example, every county town of Indiana or Illinois derives its food from farms, often at a great distance. A large part of that food, therefore, becomes the subject of locomotion on rivers, canals or railways. The movement of arti-

cles of *consumption*, in the States where raised, becomes therefore no inconsiderable part of railway traffic. When, then, we assume the *surplus* production of a State as the great element of its commerce, we, in fact, fall much short of what that production furnishes to that commerce. We assume the surplus, however, as the greatest element, and make it a standard of comparison, in reference to the *freight* traffic. The following table will show the actual *production* of the states of Ohio, Indiana, Illinois and Missouri; the *surpluses*, after deducting the consumption of the inhabitants; and the actual surpluses *exported* from Cincinnati, St. Louis and intermediate places. The proportion of these surpluses, which will enter into the traffic of the Ohio and Mississippi railroad, I shall consider in the estimates.

5. TABLE OF THE PRINCIPAL AGRICULTURAL PRODUCTS OF OHIOINDIANA, ILLINOIS AND MISSOURI FOR 1851.

Articles.	Ohio.	Indiana.	Illinois.
Corn, bush.	59,788,750	52,887,564	57,177,283
Wheat, bush.	30,000,000	8,200,000	10,366,000
Cattle, No.	1,116,145	608,000	678,000
Hogs, No.	1,436,643	822,000	863,000
Butter, lbs.	34,180,458	12,748,186	12,605,554
Cheese, lbs.	21,350,178	686,986	1,283,758
Tobacco, lbs.	10,480,967	1,095,146	844,129
Seeds, bush.	185,598	35,083,	18,439
			Total
Corn, bush.	85,709,042	205,562,639	
Wheat, bush.	3,283,000	51,799,000	
Cattle, No.	546,000	2,948,145	
Hogs, No.	722,000	3,864,643	
Butter, lbs.	7,762,124	67,296,322	
Cheese, lbs.	201,597	28,522,889	
Tobacco, lbs.	7,038,864	29,988,626	
Seeds, bush.	2,182	287,022	

Of this immense grain crop, and of the animals sustained by that and grass, there is a surplus, in its magnitude enormous. The surplus of wheat can be exactly ascertained by allowing six bushels to each individual of the population for the annual consumption. Of hogs and cattle fitted for market, and of whisky manufactured from corn, the surplus is very nearly known from the annual shipments. When these have all been determined, there remains a very large surplus of corn which would go to market if there were facilities of transportation. Determined by these data, the surpluses are as follows, viz:

6. TABLE OF SURPLUSES.

Corn, bush.	Wheat, bush.	Cattle, No.	Hogs, No.
Ohio, 20,000,000	18,000,000	100,000	500,000
Ind'a, 15,000,000	2,200,000	70,000	300,000
Illinois 20,000,000	4,666,000	80,000	350,000
Missouri 10,000,000		60,000	200,000
Total, 65,000,000	24,666,000	310,000	1,350,000
Cheese, lbs.	Tobacco, hds.	Seeds, bush.	Butter, lbs.
Ohio, 12,000,000	6,000	180,000	5,000,000
Indiana, 800,000	600	30,000	2,000,000
Illinois, 400,000	400	12,000	2,000,000
Missouri,	9,000	2,000	1,000,000
12,600,000	16,000	224,000	10,000,000

The above surpluses amount to more than *three millions of tons* weight; an aggregate equal to double the whole tonnage carried on all the railroads of New York, the central railroads of Pennsylvania, and the Baltimore and Ohio railroad. How much of this immense surplus production is likely to be carried on the axial line, between Cincinnati and St. Louis, may be inferred, in some degree, from the exports of those cities.

7. TABLE OF THE EXPORTS OF THE LEADING ARTICLES OF DOMESTIC PRODUCE FROM CINCINNATI, ST. LOUIS, AND INTERMEDIATE POINTS.

Flour, bbls.	1,210,000
Beef, bbls.	60,500
Whiskey do.	336,724
Salt do.	63,800
Small Grain, bush.	2,206,000
Tobacco, hds.	31,900

Hogs, slaughtered	825,000
Corn, bush.	4,000,000
Lead, lbs.	20,000,000
Cheese, lbs.	6,000,000
Butter, bbls.	15,000
Candles, lbs.	6,000,000
Cattle, head.	2,000

The above articles are in weight above 500,000 tons, of which the freight will be divided among the various modes of transportation from these cities. The aggregate may serve to guide in forming a general idea of the freights of agricultural produce only, from these cities, and two or three intermediate points, on the line of this railway. We may assume, safely, that the way freight, or that which moves from point to point on the line, will fully be equal to one half of this, and there can be scarcely a doubt that the very existence of a new and facile mode of transportation, from points heretofore secluded from the avenues of locomotion, will add another half to the general aggregate. Thus, we shall find, at the various commercial points on this work, a million of tons of freight from domestic produce alone, ready to be transported to either the exterior or intermediate markets

Domestic produce, however, forms but one part of the freight traffic of a railway, although, on the fertile plains of the west, the greatest. There are two other classes of freight of great magnitude. These are the distribution of merchandise and manufactures, constituting the principal elements of *supply* to a country where agriculture is more than sufficient for its support.

The following table is an approximation to the amount of various kinds of groceries, merchandise and manufactures distributed from the ports of Cincinnati and St. Louis.

8. TABLE. DISTRIBUTION OF GROCERIES, MERCHANDISE AND MANUFACTURES.

Coffee, lbs.	16,584,640
Sugar, hds.	40,860
Molasses, bbls.	75,866
Merchandise, tons.	44,635
Manufactures, do.	25,009

The above articles in these cities alone, furnish about 110,000 tons, of which a much larger proportion will pass over the Ohio and Mississippi R.R., than of domestic; for the arrival of merchandise and the distribution of manufactures are more directly east and west, than the distribution of produce, much of which passes to the south.

We have now arrived at general data in relation to the tonnage and distribution of freight on the line of the Cin. and St. Louis railway, which may serve as guides in a general estimate. The surplus productions of the four states in which it lies are equal to *three millions of tons*, entirely exclusive of the immense freight of merchandise, manufactures, groceries and minerals. It is further seen that the tonnage of distribution at Cincinnati, St. Louis and intermediate points, is equal to *one million one hundred and ten thousand tons*. The determination of these facts rests on an incontrovertible basis: the statistics of the United States, and of the cities of Cincinnati and St. Louis, obtained with the utmost care and accuracy.* If there are errors, they are unquestionably errors of diminution and not of excess.

5. TRIBUTARY RAILWAY LINES.

By this, I mean those lines, however important and primary they may be in themselves, which by their position and connections, must bring traffic to this line; all lines which are lateral to this, or intersect it, from either side are of this description. So also, all continuances of this line east or west, belong in relation to this road to the same class. The number and extent of these will be far beyond those of any other railway in America. The reason of this is obvious, from the considerations advanced under the head of "Geographical Position." This is an Axial line, on and around which near

ly the whole railway system of the Central West must radiate.

(To be continued.)

Railroads in France.

The *Moniteur* has just published in tabular form an interesting document in support of the favorite theme of the governmental papers, viz: the immense impulse given to the prosperity of France since, and in consequence of, the recent political changes which have taken place here. This document is the comparative expositions of the gross incomes of the French railways, quarter by quarter, for the years 1851 and 1852. We have condensed below all that would be interesting to the American reader, converting the francs and kilometers into dollars and miles. We shall have in about two months statements of the net profits of these roads. One *franc* is equal to 18 cents 7 mills. One *kilometre* is equivalent to 1,093,633 English yards; and five kilometres is only 185 yards more than three English miles.

Names of Railroads	No. miles.	Receipts worked for 1852.
North, Paris and Bologne, &c.	441	\$5,597,585
Auzon and Somain.	11 3/4	36,245
East, Paris and Strausbourg.	310 3/4	3,070,191
Mulhouse and Thann.	13	34,486
Strausbourg and Basle.	87 1/2	504,682
Paris and Lyons.	237 3/4	3,353,663
Montrean and Troyes.	62	268,609
Saint Etienne and Lyons.	41	947,458
Saint Etienne and Andrezieux.	11 1/4	85,816
Andrezieux and Roanne.	42 1/2	184,864
Avignon and Marseilles.	74 1/2	811,038
Railways of Gard.	57 3/4	
Montpelier and Nimes.	38	729,248
Montpelier and Cete.	18 1/2	
Bordeaux and Teste.	33	50,400
West, Paris and Chartres.	61 1/2	588,451
Paris and Versailles, left bank.	10 3/4	153,754
Paris and Versailles, right b'k	14 1/4	320,808
Paris and Rouen.	87	1,819,064
Rouen and Havre.	57 1/2	730,793
Dieppe et Fecamp.	31 3/4	169,215
Paris and Orleans and Corbeil.	82 1/2	
Centre Railroad.	151 1/2	5,007,067
Orleans and Bordeaux.	157 3/4	
Tours and Nantes.	121 3/4	
Paris and St. Germain.	16 1/2	280,348
Paris and Scean.	6 1/2	58,026
Totals.	2,303	\$24,735,988
Total receipts for 1851.	20,002,912	

Excess in favor of 1852. \$4,733,056

This excess of nearly five millions of dollars in the receipts of the year 1852 over those of 1851 is to be attributed mostly to the completion or extension, during the year that has just closed, of several of the most important lines of railways radiating from the capital to the frontiers. The eastern railway from Paris has been opened to Strasbourg, on the Rhine, and the several sections completed on the Western railroad and on those destined to connect Bordeaux, Marseilles and Lyons with Paris. The number of additional miles of railway opened to travel and traffic during the year 1852, throughout the whole empire, was 349 miles.—But something, too, must doubtless be put down to the account of the greater commercial activity and increased prosperity of the country caused by the establishment of a strong government, assuring order and giving confidence in the future. It was impossible for commerce and manufactures, or any industrial pursuits that required exposure of capital for longer or shorter terms, to thrive when the danger of political revolution, and perhaps of social disaster, was ever imminent. The four railways of which the receipts per mile were largest during the year 1852 were those connecting St. Entienne and Lyons, Paris and Versailles, (right bank of the Seine,) Paris and Rouen, and Paris and St. Germain. The same order was observed in 1851,—though the profits of all the railways in France have increased. The four yielding the last income per mile are the Bordeaux and Teste railway, Mul-

*The Annual Review of Trade and Commerce, in Cincinnati, prepared by Richard Smith, superintendent of the Merchants' Exchange, is the most accurate commercial document I know of.

house and Thann, Auzon and Somain, and Montreau and Troyes. The grand average receipts per mile for all the railways in 1852 were \$10,787.

Albany and Buffalo Central Line of Railroad.—Time Table.

The following is the spring arrangement for the running of the Trains, to commence on Monday, April 11th, 1853:

GOING WEST.

First Express.—Albany, 6 30 A. M.; Schenectady, 7 05; Utica, 9 55; Syracuse, 12 M., leave 14 20 P. M.; Rochester, 4 P. M.; Buffalo, 6 30 P. M.

Second Express.—Albany, 7 30 A. M.; Schenectady, 8 05; Utica, 10 55; Syracuse, 12 50 P. M., leave 1 20; Rochester, 5; Buffalo, 7 30.

Mail.—Albany, 9 A. M.; Schenectady, 9 40; Utica, 1 P. M., leave 1 30; Syracuse, 3 45, leave 8 55; Rochester, 8 30; Buffalo, 12 midnight.

Third Express.—Albany, 10 30 A. M.; Schenectady, 11; Utica, 1 20 P. M., leave 1 50; Syracuse, 8 24; Rochester, 6 29; Buffalo, 8 30.

Emigrant.—Albany, 12 M.; Schenectady, 1 15 P. M.; Utica, 6 05; Syracuse, 10 P. M., leave 11; Rochester, 7 A. M.; Buffalo, 12 M.

Express Freight.—Albany, 1 30 P. M.; Schenectady, 2 51; Utica, 9 03; Syracuse, 1 16 A. M.; Rochester, 9 33; Buffalo, 3 P. M.

Accommodation from Syracuse.—Albany, 4 P. M.; Schenectady, 4 40; Utica, 8; Syracuse, 10 30.

Through Freight.—Albany, 5 P. M.; Schenectady, 6 20; Utica, 12 40 A. M.; Syracuse, leave 9 A. M.; Rochester, arrive 5 30 P. M.; Buffalo, 3 A. M.

Fourth Express.—Albany, 6 30 P. M.; Schenectady, 7 15; Utica, 10 45; Syracuse, 1 13 A. M.; Rochester, 6 A. M.; leave 6 30; Buffalo, 9 20.

Fifth Express.—Albany, 11 P. M.; Schenectady, 11 37; Utica, 2 20 A. M.; Syracuse, 4 20; Rochester, 8 04; Buffalo, 10 30 A. M.

Accommodation from Utica.—Utica, 6 15 A. M.; Syracuse, 8 30; Rochester, 1 30 P. M., leave 2; Buffalo, 5 P. M.

GOING EAST.

First Express.—Buffalo, 5 30 A. M.; Rochester, 7 45, leave 8 15; Syracuse, 11 30, leave 11 40; Utica, 1 25; Schenectady, 3 55 P. M.; Albany, 4 30 P. M.

Second Express.—Buffalo, 8 A. M.; Rochester, 10 27; Syracuse, 2 11 P. M., leave 2 45; Utica, 4 80; Schenectady, 7; Albany, 7 35 P. M.

Mail.—Buffalo, 10 A. M.; Rochester, 1 P. M., leave 1 30; Syracuse, 8 15; Utica, 8 25; Schenectady, 11 25; Albany, 12 midnight.

Emigrant Train.—Buffalo, 12 M.; Rochester, arrive 5 45 P. M.; Syracuse, 8 15 A. M.; Utica, 8 15; Schenectady, 1 45 P. M.; Albany, 3 P. M.

Third Express.—Buffalo, 5 P. M.; Rochester, 7 38 P. M., leave 8 15; Syracuse, 12 09 A. M.; Utica, 2 09; Schenectady, 5 04; Albany, 5 40 A. M.

Through Freight.—Buffalo, 5 30 P. M.; Rochester, 11 20; Syracuse, 8 16 A. M.; Utica, 12 51 P. M.; Schenectady, 7 33; Albany, 9 P. M.

Fourth Express.—Buffalo, 11 P. M.; Rochester, 1 20 A. M.; Syracuse, 4 54; Utica, 6 44; Schenectady, 9 24; Albany, 10 A. M.

Accommodation from Syracuse.—Syracuse, 8 A. M.; Utica, 10 30; Schenectady, 2 P. M.; Albany, 2 35 P. M.

Important Railroad Decision.

In the February term of the Fayette county, Ky., circuit court, Judge Goodloe presiding, the constitutionality of the subscription of stock by Fayette and Jessamine counties, in the Lexington and Danville railroad, and the tax levied to pay the subscription, was contested, as well as the legality of the organization of the company, and of the resolution of the board of directors, by a vote of the majority of the stockholders, to extend the road to McMinnville, Tenn., and also the regularity of the assessment of the damages for the right of way through Pettit's (the defendant's) land. The learned Judge, in an oral opinion of

some length, decided in favor of the railroad company, upon all the questions presented.

Albany and Savannah Railroad.

F. P. Holcomb, Esq., chief engineer of the Savannah and Albany railroad company, visited Albany in the early part of the present week; and from that gentleman we learn the following particulars of the survey.

A line was completed from Savannah to two different crossings on the Altamaha, some two weeks since. The distance is 50 miles—seven miles less than appears by Bonner's map of Georgia. One of these crossings is in the upper part of Mc Intosh, and the other above, in Liberty county. Another favorable crossing may be obtained in Tattnall county, near the mouth of the Ohoopoe river. The two lines have been connected on the west of the Altamaha, and the survey has proceeded about 45 miles in the direction of Albany. The whole route is, so far, very favorable; no cut or fill, except near the Altamaha crossing, exceeding ten feet. The extreme grade is 30 feet to the mile, and even this is seldom necessary. The country is very level, and the line almost without curves.

The distance from Albany to Savannah by this roads, will be, Mr. Holcomb thinks, not much, if any, over 180 miles.—*Albany Patriot.*

Rochester Scale and Safe Manufactory.

This branch of mechanical industry is gaining steadily in extent of business and the number of persons employed and benefitted by it. The extensive Scale Works of Messrs. Duryee & Forsyth are hives of industrious mechanics, each of the four or five compartments presenting an array of busy workmen in the midst of the crude, half-finished, nearly completed and perfect articles which are turned out of this establishment. About one hundred men are now engaged in the manufacture of scales, safes, trucks, etc., thirty of whom are in the safe department, under the direction of Mr. H. W. Covert, whose "Fire King's" have a sure reputation throughout the country, established by repeated fiery trials. Our attention was directed to a large safe weighing three tons, finished in the highest style, for the firm of Huson and Holmes, of Cincinnati, (the latter member of the firm one of our schoolboy friends.) Others of the same size are ordered, and one is in use by the Union Transportation company, in the office of Davis and Sutton, Buffalo. Some three hundred and fifty safes, large and small, are manufactured annually.

Of the scales manufactured by Messrs. D. & F., but little need be said, so well is their character known throughout this country, and even abroad. A shipment was recently made to Messrs. Dodge and Brewster, in London, where they will undoubtedly be appreciated.—The largest, and we believe the best scale ever manufactured in this country, and now used in the Weigh-Lock in this City, was made by this company. They turn out articles of this kind, and the small balances for household use, with equal facility. Railroad tracks are furnished with them, and warehouses and stores must of course have them. Some four hundred tons of iron are used yearly, besides a large amount of steel, brass, lumber, paints, etc., and a business amounting to \$125,000 per annum, requires some fifteen travelling and local agents in its ramifications.

We have perhaps said all that is essential to our purpose of calling attention to the operations of this enterprising firm, and we will leave it to the Indiana State Board of Agriculture to speak of the award which they deserve from the public whom they serve and benefit. In the report of the proceedings of the board on the 8th of January last, published in the Indiana Farmer, we find the following:

Resolved. That the secretary be instructed to forward to Messrs. Duryee and Forsyth, of Rochester, New York, a cup, as a substitute for the cash premium to which they are entitled for superior cattle scales, bank safe, and depot scales, exhibited at the recent state fair.

Mr. Dennis submitted the following resolution.

Resolved. That the premium of \$10 on cattle scales, be awarded to Duryee and Forsyth, of Rochester, for the scales put up by them at the State Fair; which was referred with all matters to the Executive committee, to which committee, Mr. Dennis was on motion added.

Mr. Dennis, from the committee for that purpose, made the following report:

Recommend premium of \$10 to Duryee & Forsyth, for best cattle and hay scales.

Recommend silver cup to Duryee and Forsyth, instead of \$15 now in the treasury.—*Rochester Democrat.*

The Railway from Vincennes to Paducah.

The lateral extension of the Mississippi and Ohio railroad, from Vincennes to the Ohio river, opposite Paducah, by the construction of the road chartered at the late session of the Legislature of Illinois called the Wabash and Ohio railroad, must surely commend itself to our business men and capitalists.

The distance from Cincinnati to Vincennes by the present railway location is 190 miles, and from that place to Paducah, allowing for the deviations to secure the most advantageous ground for its construction, will not exceed 125 miles. This connection made, will place Cincinnati, by railway in direct connection with the Ohio, below all obstructions from sand bars in low water, and ice in winter, and the intervening distance will then be easily travelled in the sunlight of the same day. The distance, it will be perceived, will only be 315 miles, which can be made in ten hours, thus affording a safe and exceedingly expeditious route for travellers; and when it is completed, passengers leaving Paducah by the way of Vincennes and Cincinnati, will be able to reach New York in the time usually taken by steamboats from Paducah to Louisville. The floating palaces, New Orleans packets, heavily freighted as they usually are on their ascending trips, are generally five or six days from New Orleans to Paducah, and notwithstanding the superb comforts of their accommodations, passengers become weary of the monotonous confinement of a steamboat. When they reach Paducah, a day light trip on the railway, through the beautiful region of Illinois, Indiana and Ohio would be not only a beautiful transition, but a pleasure and recreation, and must induce a large amount of travel, on this pleasant and expeditious mode of transportation.

This extension of our railroad facilities will afford a safe outlet to the rich products of the Wabash and the intervening region, and concentrate them here, which now go south, and give Cincinnati a most desirable direct connection with the Tennessee river. The speedy completion of the Ohio railroad will also place Cincinnati in connection with the Gulf of Mexico, and open up for her manufacturing interest, a market through the interior counties of Tennessee, Alabama and Mississippi. The road from Paducah to Vincennes, while it traverses the rich mineral region of Illinois, abounding in iron, coal and lead, will open a cheap and safe route for the shipment of cotton and tobacco, from the Cumberland and Tennessee rivers.

Canada.

Great Western Railroad Company.—We learn from the Chatham (Canada) Advertiser, that, in accordance with an order of the legislative assembly, the secretary of the Great Western Railroad company has made the following return:

Total shares, 29,719. Of those, four corporations hold 5,000; the directors, 894, and private individuals, 24,325. Amount paid up by the first, £98,750; by the second, £7,506; and individuals, £485,870. Total paid, £687,126; and amount unpaid, £205,048.

The directors are: Robert William Harris, president; Sir Allen Napier McNab, chairman; John Young, Erastus Corning, R. Juson, Geo. S. Tiffany, Wm. P. McLaren, J. W. Brooks, John Masterman, Jr., Henry McKinstry, John M. Forbes. Officers of the company, with their salaries:—

J. T. Clark, chief engineer, £1,000; J. D. Gildison, secretary, £400; W. S. Benton, auditor, £750; Q. McKendrick, accountant, £300; D. C. Gunn, general agent, £360; C. A. Clark, clerk, £150; Jacob Bishop, messenger, £95.

American Railroad Journal.

Saturday, April 16, 1853.

Book and Job Printing.

The undersigned have added to the PRINTING ESTABLISHMENT of the "RAILROAD JOURNAL," an extensive OFFICE for *BOOK AND JOB PRINTING*, which they are now prepared to execute in the *BEST* manner, and with DISPATCH. They respectfully solicit from RAILROAD COMPANIES, orders for the PRINTING of *Exhibits, Time-tables, Circulars, Tickets, &c., &c.*

J. H. SCHULTZ & CO.

■ New York April 9, 1853.

Railroad from Chicago to Council Bluff.

The rapid prominence which Chicago is assuming among the cities of the west, points it out as an appropriate starting point for *one* of the great lines of railroad to the Pacific. There can be no doubt that private enterprise will be able to construct one, or more, roads from that city to the base of the Rocky mountains. For this distance the face of the country offers no obstacles of any moment, while its fertility is creating settlement at a rate that promises to fill up the intermediate country in a very few years. There are already several projects on foot for the construction of a railroad from Chicago to Council Bluff on the Missouri, which is looked upon as the first resting place after leaving Lake Michigan. One of these lines is to be made up of the Mississippi and Rock River Junction, and the Lyons Central Iowa companies, both of which are actively engaged in making the necessary surveys; and one, if not both, are already under contract. The point of crossing the Mississippi river by these lines is at *Fulton*, and together, this makes a very nearly straight line between their termini. It is the intention of parties connected with these roads to push them forward with the utmost vigor, to their completion to Council Bluff is nearly opposite the mouth of the Platte river, which is the leading line now followed by the emigration to Oregon and California, and there can be no doubt that a road from Chicago to this point would at once command the immense tide of population moving west. Nearly one half of that portion of the state of Iowa traversed by this road is already well settled, and the whole is filling up with a rapidity that promises an abundant traffic to railroads as soon as one can be constructed. We wish these enterprises that promise to promote the public advantage, as well as secure private enterprise, the best success.

American Railway Agency.

We invite the attention of the Railway public to Mr. O. A. Norris's advertisement of an agency established by him in Philadelphia, for the purpose of supplying railroad companies with all the articles used in the equipment of railroads. Mr. Norris was formerly connected with the well-known firm of *Norris Brothers, Locomotive builders*, in

Philadelphia, and has an experience which peculiarly fits him to meet the wants of companies, and to make their purchases in a much more favorable manner than they can make them themselves.—The advantages of employing a person of capacity and experience in such matters will be readily appreciated.

Sault Ste Marie Canal.

The greatest of our inland seas are soon to be united with the great plain occupied by Lakes Huron, Michigan and Erie, by a canal of the largest dimensions. The contractors are—Erastus Corning, of Albany; Messrs Fairbanks, of Vermont: R. B. Forbes, of Boston; George Griswold, A. Belmont, H. Dwight, Jr., and others, of New York; J. F. Seymour, of Utica; and T. Dyer, of Chicago, and associates, who agree to complete the canal in two years, and receive in pay the lands granted by Congress for this purpose, which amount to 750,000 acres.

The canal will be about one mile in length. It is to be 100 feet wide, with 12 feet depth of water. The Locks will be 350 by 70 feet wide. The walls will be 25 feet high, and will be 18 feet thick at their base, gradually tapering to 7 feet at the top, with heavy abutments in the rear their entire length. The present lift of locks required to overcome the height of the Falls is 18 feet, but they are constructed to allow of 25 feet lift, should the periodical rise of water in the Lakes require as much.

The lock gates are to be built on the plan of those used at the Brooklyn Dry Dock, a work costing the general Government a sum of \$2,000,000; those at Brooklyn being higher, but not so wide as these. They will be of oak, heavily ironed.—Each single gate will be some 42 feet wide and 25 feet high, and by using friction rollers beneath them, it is expected that these ponderous affairs will be opened or closed with ease by means of a capstan on the walls and connecting chains.

Patent valve gates have been adopted, which are being introduced on the enlarged Erie canal, in place of the old style, by means of which it is believed the locks at Ste. Mary's, large as they are, can be filled or emptied in from four to five minutes.

The sides of the canal are to be walled with stone from bottom to top, of tow-path its entire length. At the upper end a pier is to be extended from the mouth of the canal some 900 feet into deep water, above the Falls, on the north side of which a channel somewhat larger than the canal is to be dug, thus requiring a large amount of under water excavating, by means of coffer dams, &c. Caisson gates are also to be provided, by means of which the water can be shut out of the canal in winter, or in case of accident to gates, &c.

Peru and Indianapolis Railroad.

We gave last week the recent exhibit of this company, showing the object of the road, its condition, business prospects, etc., etc. We believe the line to be a strong one both in through and local traffic. We think it will become, in connection with the Wabash canal, the channel of business communication between an important portion of Central Indiana and New York. It traverses one of the best portions of the state, and is entirely removed from the competition of other roads for its local traffic. The road will be built at low cost, and we believe its bonds now offered in the

market, to be an excellent security, and valuable from their convertibility into stock. The affairs of the company are in good hands, and we believe the bonds now offered will prove an excellent and safe investment.

Scioto and Hocking Valley Railroad.

This work is intended to connect Portsmouth, Scioto county, (says the *Railroad Record*), with Newark, Licking county, a distance of 125 miles. By this connection a complete line through the state, north and south, will be formed from Portsmouth to Sandusky. There are two considerations which will make this a profitable enterprise. It will connect Portsmouth with every large town in the west, and with all the cities of the east, and all the ports of the lakes. Thus, beginning at the east, by the Hillsborough road it connects with Baltimore; by the Marietta road with Philadelphia; by the Steubenville road, with Pittsburgh; by the Cleveland road, with Cleveland; by the Zanesville road, with Columbus; by the Mansfield road, with Sandusky and Toledo; by the Cincinnati and Marietta line, with Cincinnati and St. Louis; and by the Maysville and Big Sandy railroad, south, with Maysville and Lexington, Ky. There is, in fact, no road, which crosses so many other important lines.

The second consideration is, that it passes through the very heart of the mineral region of Ohio. Heretofore this section has not been developed, and nothing but ready means of carrying off its products can develop it.

The following elements of this work have been derived from recent inquiries:

Length	.....	125 miles.
Finished, about	.....	20 "
Gauge	.....	5 feet 4 inches.
Weight of rail	.....	60 lbs to yard.
Business	.....	iron and coal.
Cost of construction (estimate)	.....	\$2,500,000
Cost per mile, about	.....	\$20,000

The following are the distances from point to point on the line:

	To places.	Whole.
Sciotosville	6 miles.
Bloomfield	12 " 18 "
Oakhill, Jackson Co.	13 " 21 "
Jackson C. H.	13 " 44 "
Berlin	6 " 50 "
McArthur, Vinton Co.	12 " 62 "
Logan, Hocking Co.	12 " 84 "
Somerset, Perry Co.	22 " 106 "
Newark, Licking Co.	10 " 125 "

It will be seen that this road runs through six counties, and penetrates the very centre of the iron and coal deposits.

The iron rail is expected to be laid as far as Jackson, by the first of June proximo.

The Law of Railroads.

In the course of an opinion recently delivered by Judge Warren, of the Cincinnati Probate Court, in a railroad case, he said:

In England all persons have free liberty to use the railway with carriages properly constructed, upon payment of the rates and tolls demanded by the company, and subject to the rules and regulations which they shall from time to time make under their act. The effect of such an enactment is to constitute the railway, in a point of law, a highway on which all the world may have a right to carry passengers. In this country no such right has generally been recognized; it would be impracticable if it were. The mode of transportation, and the transportation itself, must then be under the entire control of the company.

Cincinnati and Fort Wayne Railway.
The directors of this and the Four Mile Valley company met at Fair Haven, in Preble county, on Friday last, and united their two companies by articles of consolidation, binding them together for all future time. The annual election for directors of the Four Mile Valley road was held at the same time and place, which resulted in the following choice:

Peter P. Bailey, of Fort Wayne, Ind.
Wm. Young, of Richmond, Ind.
J. Larsh, of Fair Haven, Preble county, Ohio.
James Elliott, of Fair Haven, Preble county, Ohio.

Wm. Huston, of Rossville, Butler county, Ohio.
Sam. Snively, of Rossville, Butler county, Ohio.
Edgar Conkling, of Cincinnati, Ohio.

The new board organized by electing Peter P. Bailey, president, which makes him chief officer of the line through from Cincinnati to Fort Wayne, he being already president of the other company. There were a large number of persons in attendance at the meeting for the election of directors, who were addressed by Messrs. Young, of Richmond, Moore, of Rossville, and Bailey, of Fort Wayne. The greatest enthusiasm prevailed. The subscription list is increasing rapidly, and preparations are making to put the road under contract the whole length in a few weeks. The directors intend making a first class road, the very best in the country, and will quite likely use the compound rail.

Stock and Money Market.

Our notice of the financial condition of Wall st., will differ but little from that given the two preceding weeks. Money continues in active request without any excessive stringency. The regular trade is well supplied, and a good demand continues for sound securities of all kinds. The fancies are still dull, with but little doing in them. New projects that are strong both in means and in line, are well received. The market is bare of those in demand on foreign account. Both our roads in progress, and those constructed, have the prospect of an active season before them.

The receipts of the Baltimore and Ohio railroad for March are as follows, in round numbers:

Receipts on main stem \$216,000
Receipts on Washington Branch 54,000

Total \$270,000

This is an increase on the main stem over the month of March 1853 of \$97,000
And on the Washington branch of 23,000

Total increase \$120,000

The receipts for March shows an increase over February of about \$117,000.

The earnings of the Macon and Western railroad company for March 1853, were:

Passengers \$6,815 18
Mail 1,080 04
Freight 18,697 54

Total \$36,592 71
Corresponding month last year 26,402 77

Increase \$189 94

The receipts of the Cleveland and Pittsburgh road for March were \$81,669 52
March 1852 15,740 25

Increase \$15,129 25

The receipts of the Ohio & Penn. railroad in March 1852 \$88,743 68
Corresponding month last year 17,081 76

Increase \$21,711 98

The foregoing is the corrected statement, excluding the sums received for other companies.
Receipts in the first quarter of 1853 \$96,138 72
" " " " 1852 87,768 84

Increase \$58,370 88

This road is now opened to its western terminus at Crestline.

The San Francisco Prices Current and Shipping List publishes the following comparative statement of shipments of gold dust from San Francisco for 1851 and 1852:

	1851.	1852.	Inc'se 1852.
Jan.	\$2,805,848 00	\$2,915,870 00	\$103,921 00
Feb.	2,278,928 00	1,791,120 00	* 487,803 00
Mar.	2,054,998 20	2,191,704 20	186,705 00
April.	1,187,642 85	3,497,298 00	2,309,650 15
May.	1,997,261 75	5,473,585 00	3,475,323 25
June.	2,515,283 92	3,575,266 00	1,058,982 08
July.	8,053,285 26	4,180,967 43	1,124,882 17
Aug.	3,185,492 41	3,819,929 00	424,436 59
Sept.	3,535,256 00	4,108,630 00	673,374 00
Oct.	3,955,969 73	5,117,316 00	1,161,416 27
Nov.	4,484,582 00	5,274,499 00	789,917 00
Dec.	3,433,085 00	4,055,172 00	623,087 00
	\$34,492,634 12		\$45,801,821 63
	11,308,637 51		

* Decrease.

The following were the distributions of the shipments:

	1851.	1852.
For New York	\$30,062,498 47	\$39,007,367 00
For N. Orleans	403,294 11	470,783 00
For London	3,392,760 88	6,020,027 00
For Panama	151,204 64	46,000 00
For San Juan	....	43,626 00
For Valparaiso and Talca	460,132 00	87,907 48
For Chinese ports	2,554 00	115,611 20
For other ports	20,000 00	....
Total	\$34,492,634 12	\$45,801,821 63

The following are the London quotations for some of our leading securities, received by the last steamer:-

United States 5 per cent bonds, 1865.	97 a 98
United States 6 per cent bonds, 1862.	104 a 105
United States 6 per cent bonds, 1868.	110 a 111
Ditto 6 per cent stock, 1867—1868.	108 1/2 a 109 1/4
Ditto.	Ditto, 1862.
N. Y. State 5 per cents, 1858—'60.	98 a 100
Penn. 5 per cent bonds	87 a 89
Penn. bonds, 1882	92 a 94
Mass. 5 per cent Stg. bonds, 1868	107 1/2 a 108
Maryland 5 per cent Stg. bonds	98 a 99
Virginia inscribed bonds, 1857—1875	95 a 96
Ditto 6 per cent bonds, 1886	98 1/2 a 99 1/2
Kentucky 6 per cents, 1863	97 a 98
Bost'n city 4 1/2 per cent Stg. bonds, '72	103 a 104
Mont. city 6 per cents, 1857—1865	85 a 87
N. Y. city 5 per cent St., 1855—1858	96 a 98
New Orleans city 6 per cent	93 a 94

RAILROAD BONDS.

Phil. & Reading, 6 p. ct.	M. B., 1860,	36 a 88
Penn. Central 6 per cent	1880.	99 a —
N. Y. & Erie 7 per ct.	1st Mortgage, 1868—1869.	108 a —
Ditto 7 per ct. convertibles	1862.	90 a 91
Mich. Cent. 8 p. cts, con'tble	1850—1855.	105 a 106
Seaboard & Roanoke 7 p. ct.	1st Mort. 1860.	84 a 85

The receipts of the Toledo, Norwalk, and Cleveland railroad Co., for March were:

Passengers	....	\$34,560 00
Freights, etc.	....	8,961 00

Total \$43,521 00

The receipts of the Little Miami railroad Co. for the week ending March 27, '53, are ... \$10,911 34

Do. do. '52, 7,987 96

Increase \$21,711 98

Increase nearly 80 per cent, or ... \$2,978 88

The earnings of the Erie road for March	were	\$371,479 84
March, 1862	....	251,170 61
Increase 48 p. cent	....	\$120,329 28

The aggregate earnings of January, February, and March have been	\$984,219
1852	624,481

Increase	\$369,738
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The earnings of the New York and New Haven railroad for March, were:

Passengers, etc.	\$54,728 67
Freight	....	10,000 00

Total	....	\$64,728 67
Deduct paid Harlem road for 47,867 passengers	....	4,173 26

Net earnings	....	\$80,555 41
March 1852	....	58,282 60

Increase	....	\$7,272 81
March 1851	....	\$48,511 66

The aggregate earnings of the first three months of the year, with all the drawbacks, are fully up to the receipts of the same quarter of 1851, as will be seen:

Jan., February, March, 1853 \$161,182 49

Jan., February, March, 1852 160,007 74

Increase 1853 \$1,174 75

O. A. NORRIS,
American Railway Agency,
FOR THE PURCHASE, ON COMMISSION, OF
ALL ARTICLES REQUIRED BY
RAILROAD COMPANIES.
Office, 12 Farquhar Buildings,
Philadelphia.

**Wilkinson's
EXPLOSIVE
RAILWAY SIGNAL,**
For sale by
BRIDGES & BROTHER,
64 Courtlandt Street.
THE EXPLOSIVE RAILWAY SIGNALS are similar to those used in England, and from experience are found to be much better. They are so constructed that the movement of an engine over them at any speed, will cause an explosion that cannot be mistaken. In the night, from this same cause, there will be a bright dash, which will be so vivid that it cannot be passed unnoticed.

THESE WILL BE FOUND ONE MORE PREVENTIVE OF COLLISION. It is often the case that during a fog or snow storm, a train cannot be warned of its danger by a flag or lantern, and in such instances they are invaluable. They are impervious to water, and will keep their explosive property any number of years. They can be handled and carried with safety, it requiring a heavy blow to explode them.

January, 20, 1853.

Notice to Contractors.
PROPOSALS will be received at the Office of the Fort Wayne and Chicago Railroad Company in FORT WAYNE, until noon on Friday, the 20th of May next, for the Bridging, Grading, and delivering of Cross-ties for said Road.

PLANS, PROFILES and SPECIFICATIONS will be exhibited at the Office three weeks prior to the day of letting.

This line, One Hundred and Fifty miles long, embraces much heavy work, is well suited for prosecution in winter, and is divided into sections of from one to six miles in length, and may be bid for singly, or for the entire work.

J. R. STRAUGHAN, Chief Engineer.

Railroads vs. Canals.

Mr. H. V. Poor.—Permit an old correspondent, among the first in your journal, and I believe in this State, to advance the doctrine of the superior advantages of railroads—“as the better improvement of the age,”—over canals. I am led to this subject again by the admission into your valuable journal of a comparison—taken from the *Argus—between the Erie Canal and the leading lines of railroads in this State, furnished by the Canal State Engineer.*; I would say, and not officially, prepared for the region of Albany, during the session of the Legislature. With all the conceded abilities of the gentleman, in my view, his statements cannot be considered a fair comparison of what a well-equipped *freight railroad*, with a double track, sufficient turn-outs, men and depots can do, where there is ample freight, in contending with the Erie canal, on a nearly level and descending line from Buffalo to the Hudson; nor does the whole drift of his remarks, and I will add, of his predecessor in the canal department, place the subject in a correct light. If my memory serves me, one of these distinguished engineers figured it up that it would take nine double track railways to do the business of the enlarged Erie canal, while the other's echoes approximated to the same results, yet, forsooth, railways in this enlightened age must be taxed to enlarge our canals.

Is it fair to state what the central line of railroads transported from 1848 to 1851, inclusive,—(4 years)—400,000 tons, when subject to canal tolls and many difficulties, and a large passenger business,—and then present the transportation of only 100,000 tons per annum, in comparison with 12 millions transported during the same period on all our canals, up and down; when it is well known that the “Central line,” composed of many disjointed railroad companies, did not act in harmony, and was not, in fact, equipped for the responsibilities for *general freight business*. In fact they avoided it as much as they could by charging high prices, and in a quiet manner they turned it over to the express line; as they could not employ the labor to load and unload, for the limited period they were permitted to carry freight free of tolls and do it with profit, particularly when they transported an ample number of passengers, to pay large dividends, who loaded and unloaded themselves. Nor did they state that the canal boats were generally loaded by the shippers of property. Had the gentleman quoted the business of a *freight railway*, say, for instance, the Philadelphia and Reading, in the transportation of 1,840,219 tons of 2000 lbs. of the bulky article of coal the last year, from the mines to the Delaware—100 miles—at the rate of one cent and sixteen hundredths per ton per mile, or \$1.80 the gross ton—with large profits—being, in fact, more tonnage one way than was carried through on the Oswego and Erie canals, he would have conveyed to the public some idea of what a well equipped and well managed railway can do, by the side of the best equipped canal in the United States—contending for the same business, but carrying but about one-third of the quantity. The amount carried by the Reading railroad was not half its capacity for transportation one way, as they could not get regular supplies from the mines, although they paid \$151,865 98 under the name of “drawback” as deductions on freight, as a bonus to get the coal from the canal. The working expenses of this road was

\$1,076,772. The receipts from coal \$2,150,667.—Passengers and merchandise \$829,980,—total \$2,480,620.

I am pleased to find that one of the gentlemen alluded to, is called from the fog of the canal department to the Chief Engineership of the New York and Erie railroad. It is a work he will find constructed under many difficulties, as to grades and high summits, at great cost; and cannot be compared with the central line of railroads, now they are consolidated, yet, I trust, ere a year has passed, he will change his mind and some of his views, as to the capacity of a well equipped railway with moderate and descending grades to transport freight, and at cheaper rates too, than by a canal. And even if not, the day has passed when the consumer will be content to receive his supplies during six or seven months in the year from the West,—the granary of the United States,—instead of the entire year. The people in the interior will have their varied necessities supplied daily, while the city of New York in its growth and in its comforts of living, will get its bread, butter, fresh and salt provisions as required, for home or foreign consumption. To compete with the continent of Europe or London, we should receive our wheat in winter. I trust the gentleman will retract the opinion at the close of the article you published to the prejudice of railways, in which he says:—“From the above remarks, it appears that the Central and Southern lines of railroads in this State have diverged but a small amount of freight from the canals, and that in most instances such freight either could not be re-carried on the canals, or if so carried, would be liable to great loss of weight, quality or value, while undergoing transportation!”

If this is not blackballing railways with a vengeance, I do not understand the king's English. It is unsound and not founded on experience. Railways carry what canals cannot.

What are the facts in this case? Railways have completely superceded canals in New England, New York, in the year 1836, decreed the enlargement of the Erie canal and the construction of the Black River and Genesee Valley canals, after a report by the state engineer that “a railway was but a little better than a turnpike.” The two latter works, after the expenditure of more than eight millions of dollars, on them, and about three millions on the Chenango canals, are being superceded by railways, and so much money lost to the people of this state. Not a canal has been projected in this state or any state west of us, for the last sixteen years; whilst railways during the same period, have increased from 3000 miles to 15,000; and with every prospect of being doubled, in the United States before the lapse of eight or ten years, while they are certain to be extended to the Pacific.

The state of Pennsylvania, with the city of Philadelphia, has been forced to aid her Central line of railways, destined to supercede her amphibious state system, that could not contend with ours. Maryland, boasts of her B. & Ohio railway, even with its 115 feet grades to the mile, and transporting coal by contract at 1½ cents per ton per mile. She is forgetting her Chesapeake and Ohio canal, except so far as she will have to raise a tax to pay off her bonds, issued in aid of its construction. This work to pass the Alleghany mountains without

water, will remain a monument of past error, like the “James River canal improvement” of Virginia, —are in a fair way of being superceded by railways. Like the Blackstone, the Essex, the Farmington, the Chenango, the Black River, the Genesee Valley canals, they may be considered obsolete works. I am aware this will not be the case with the Erie and Oswego canals, connecting as they do, inland seas with the ocean,—as the vast increase of tonnage to and from the west, and from the borders of the several lakes, will give these works full employment, when enlarged.

To my railroad vision, there is not a canal from the seaboard, into the interior, or in the western states, that can compete with the several lines of continuous railway to and from the west, that are now just beginning to equip their roads for freight, in the contest to come off for the same business, by the several states, on the eve of completing their lines to St. Louis; there to reach “the handle of the fare of eastern railways,” to use the language of Col. Benton, in his letter on the Pacific railway.

I may go more fully into the subject of what railways have done, and canals; in the meantime I will close with the eloquent, but true language of W. Lincoln, in “the report of a committee to the legislature of Massachusetts, Feb. 1839,” “to consider the subject of aid by the state to the Western railroad company,” in which he says “railways universally have created the means of their own sustenance, and have drawn to their tracks employment for their motion. If the beneficence of Providence had hollowed a channel from our coast to the western lakes, and poured the floods of those inland seas eastward to the ocean, the blessings would have been too great for sufficient gratitude, as they would have been beyond all computation. The river swelled by tributary streams, from every valley, would have scattered wealth along its course. For all practical purposes, the invention of art, bestows better advantages, and furnishes communication more easy and certain, than the bounty of nature could give. During the stern winter of our climate the rivers are closed for one third of the year with ice; in summer, they are exhausted for a nearly equal period; their navigation is bounded by the rills that supply their fountains. The railroad is neither locked up by cold, nor dried up by heat, nor confined by ridges. Stretching out its arms to every town and village, it may be extended beyond the highland barriers of water passage, and beyond the lakes, until its iron bands clasp together in a net-work of improvement overspreading the whole Union.”

How true the picture, how true the reality after a lapse of 14 years. J. E. B.

We agree with J. E. B., in his general proposition, that railroads are superior to canals as public carriers; but we by no means agree with him that the Erie canal is ever to be superceded by the former; nor do we believe that the great bulk of western products will ever take any other route to market. The route by the canal is not only the cheapest, as far as mere cost of transportation, but still more so, as far as the handling and storage of freight is concerned. We believe it would require six double track roads to do the business of the canal. The great advantage that the canal possesses is in the ease and cheapness with which freight, arriving at either terminus, can be receiv-

ed and forwarded to the points of its ultimate destination. Take the case of the canal boats arriving at tide water. As soon as they reach Albany, they drop into a perfectly secure harbor, 180 miles long. Till the cargo is sold, the boat serves as a warehouse for its freight. The captain of the boat acts as factor. These boats are towed to New York for a few dollars, and as soon as a sale of their cargoes is effected they are taken along side of a ship, to which their contents are transferred in a few hours, at an expense not exceeding one-tenth the cost, probably, of removing an equal amount of freight from a railroad depot to the same ship. Were we compelled to store all the *down* tonnage of the canal, all the city of N. York would be hardly large enough for this purpose.

Again, railroads will not probably transport freight for less than two cents per ton per mile. At this rate it would cost more than two dollars to transport a barrel of flour from Chicago to the seaboard. In a year or two more, this will be done by way of the lakes and canals, for 50c. per bbl. While such are the admitted facts, it is useless to talk about the canals being superceded in the carriage of heavy and bulky goods by any other known mode of conveyance.

The Erie canal is no more the rival of railroads than are the great lakes or the Atlantic ocean. They mutually aid each other. The leading business of most of the western roads will be to collect upon the lakes freight for the canals. The roads having the same general direction, and which may be regarded as competitors for the *through* business of the former, will have too much local traffic to allow them to become serious rivals for its appropriate business.

North Carolina Railroad.

We learn that this company has been organized by the choice of the following gentlemen as directors:

Duncan McRae, President.

Directors: — Colby, Samuel Smith, E. J. Hale, A. A. McKeithan, J. G. Shepherd, James Banks, T. S. Lutterloh, T. R. Underwood, and John D. Williams.

Secretary and treasurer, John M. Rose.

Ohio.

The public debt of Ohio is as follows:

FOREIGN DEBT.	
Payable after 1856.	\$3,515,779 24
" 1860.	6,812,481 00
" 1865.	1,025,000 00
" 1870.	2,180,581 93
" 1875.	1,600,000 00
	\$15,138,792 17

DOMESTIC DEBT.

Due at the pleasure of the state.	\$ 48,825 38
Due after 1852.	85,591 32
" 1863.	298,685 00
Total.	\$15,584,898 00
Irreducible and trust funds.	1,734,823 19
Total debt.	\$17,839,216 06

The Hillsborough Railroad.

This is the road that is to form the *direct* connection with the Baltimore and Ohio railroad at Parkersburg, and run through there in the straight line to Cincinnati. A short time since, we noticed that an injunction had been issued against it by a court in Ohio, to suspend operations on it till a question in dispute as to the right of way should be legally settled. We have now the satisfaction of announc-

ing that it has been settled, and settled in favor of the Hillsborough road. A despatch from Cincinnati, dated yesterday, says:

"Injunction against the Hillsborough railroad, finally dissolved by Judge Caldwell."

This removes all difficulty in the way of the early completion of the road from Belpre through Hillsborough to Cincinnati; and when it shall be completed we will have the Parkersburg road completed also, and then have a direct straight line of railroad from Baltimore to Cincinnati.

Great Western Railroad Co. of Illinois.

The above road was formerly known as the "Sangamon and Morgan railroad," and constitutes that portion of the "Northern Cross railroad" of 1836, which lies east of the Illinois river, starting at Naples and passing through Jacksonville, Springfield, Decatur, to the Indiana State line. At the last session of the legislature, the name was changed to that which now stands at the head of this article. The company have resolved to lay that portion of the road now built from Springfield to Naples with T rail, and to extend the road from Springfield eastward to Decatur. To do this \$1,000,000 ten per cent bonds of the company were thrown upon the New York market. The whole road is under contract, a considerable portion of the iron has been purchased, and is now on the way, and it is the intention of the company to have it completed by the 1st of September.

To Contractors.

LA CROSSE AND MILWAUKEE RAILROAD.—Proposals will be received at the office of the Engineer of this road, in the city of Milwaukee, upon the 20th day of May next, for the Grading, Bridging, Superstructure, Station House, Water Stations and equipments of the first division of the La Crosse and Milwaukee Railroad, extending from the city of Milwaukee to Portage City, on the Wisconsin River.

Propositions will also be considered for the grading in sections, and for the superstructure and buildings, separately.

By order of the Board,

J. L. BEAN, President.
Milwaukee, April 6th, 1853.

A. Whitney & Son, PHILADELPHIA, PA.,

MANUFACTURERS of Chilled Railroad Wheels for Cars and Locomotives. Also furnish Wheels fitted complete on best English and American Rolled and American Hammered Axles. 51st

CAUTION.

RAILROAD COMPANIES are CAUTIONED against an infringement of the Patent granted H. M. Paine, under date of January 6th, 1852, "for excluding dust &c., from Railroad Cars," incorporated in which is the following claim:—*I insure ventilation without the annoyance of dust, by means of the windows alone, without the addition of the defectors.*

We also warn R. R. Companies against the misrepresentations of H. B. GOODYear, who seeks to mislead them by means of Circulars, Protests and Notices of CAUTION, &c.

Attested copies and drawings of GOODYear's Patents sent gratis.

N. B.—Company Rights sold and guaranteed by this Company as usual.

H. J. HALE, Secy.
H. B. Car Ventilating Co.,
146 Broadway.

New York, April 1st, 1853.

RAILROAD IRON VIA RIVER ST. LAWRENCE.

JOHN ANDERSON,

FORWARDING and COMMISSION MERCHANT, and WAREHOUSEMAN, Hunts Wharf, Quebec.
General Agent for receiving and Forwarding Railroad and Pig Iron, &c.
APR 1st, 1853.

\$300,000 PERU and INDIANAPOLIS RAILROAD FIRST MORTGAGE CONVERTIBLE SEVEN PER CENT BONDS.

We offer for sale, at reasonable rates, \$300,000 of the 7 per cent 1st Mortgage Convertible Bonds of the Peru and Indianapolis Railroad Company.

Forty miles of this road, lying between Indianapolis and Tipton, is now completed and in operation. The Madison Road operates the same. The residue of the line to Peru, 32 miles, will be completed and in operation by the 1st of November next.

The entire Road will cost, when completed and equipped, about \$1,200,000.

The available stock subscription is \$20,000. The mortgage debt is but \$60,000 in all, the above being a part thereof. The Road owes no other debt.

This Road is advantageously located, connecting at Indianapolis with the Madison road (of which it is a direct extension northwardly) and the other roads there centering.

At Peru it connects or intersects with the Wabash and Erie Canal, and it will shortly be extended to the Fort Wayne and Chicago Road at Warsaw.

It traverses a region of great fertility and productiveness, having no other outlet to a market. Its local business alone, will, it is thought, yield a handsome support.

Pamphlet exhibits, with maps of the work, and any other more detailed information desired, will be furnished on application to the subscribers.—New York, April 7, 1853.

WINSLOW, LANIER & Co., No. 52 Wall-st.

Notice to Contractors.

SEALED PROPOSALS will be received at the Engineer's office of the Cleveland and Pittsburgh Railroad Company, in Millville, from the first to the tenth of May next, for the gradation and masonry of thirty-nine miles of the Wheeling extension of the Cleveland and Pittsburgh Railroad, from the mouth of Yellow Brick to Bridgeport, opposite Wheeling.

Plans, profiles and specifications will be exhibited and all requisite information given at the office of the Company, in Millville.

By order of the Board of Directors.

C. PRENTISS, President.

J. LINTON, Chief Engineer.

Office of the C. & P. R. R.,
Cleveland, April 8th, 1853.

The Troy Iron Bridge Co.

ARE prepared to erect Iron Bridges or Roofs, or any kind of bearing trusses, girders, or beams, to span one thousand feet or under, of any required strength, in any part of the country. Their bridges will be subjected to severe tests, and can be built for about the price of good wooden ones. Address

BLANCHARD & FELLOWS, Troy, N. Y.

April 1st, 1853.

To Contractors.

SEALED PROPOSALS will be received at the Engineer's office of the Lexington and Big Sandy Railroad, in Mt. Sterling, Ky., until Aug. 10th, at sun down for the graduation and masonry of the whole of said Railroad, a distance of 125 miles. Bids will be received for any number of sections, the company reserving the right to reject all propositions, if none are satisfactory.

Propositions are also invited by contractors of ability, for the whole road.

This road runs through some of the finest portions of the State, the facilities for the supplies of every kind being very abundant.

Plans and specifications may be seen at the office after July 1st.

J. B. WESTBROOK, Chief Engineer.

Portland, April 9, 1853.

Dudley B. Fuller & Co.,
IRON COMMISSION MERCHANTS,
No. 139 GREENWICH STREET,
NEW YORK.

To Contractors for Masonry.

PROPOSALS will be received by the subscriber, up to April 20th next, for the masonry of four stone bridges, on the Philadelphia and Reading Railroad, as follows, viz:

Falls Bridge—At the Falls of Schuylkill, near Philadelphia, will consist of 6 oblique arches, with square built ribs, of 78 feet span each, crossing the Schuylkill river and navigation, with an elevation of roadway 48 feet above the water. It will contain 10,166 perches of masonry; the piers and abutments must be raised to the springing line during the present season, and the arches turned, and work as nearly as possible finished in the year 1854.

Peacock's Locks bridge—Is located 6 miles above the city of Reading, and will consist of 8 square arches of 63 feet span each, crossing the river Schuylkill, and one oblique arch, with square built ribs of 75 feet span, crossing the Schuylkill navigation. The elevation of roadway is 58 feet above the surface of water in the river. This bridge will contain about 10,651 perches of masonry; its piers and abutments must be raised to the springing line during the present season, and the arches turned, and work as nearly as possible finished in the year 1854.

Black Rock dry arches—Is a structure intended to increase the water way of Black rock bridge, near Phoenixville, and will consist of two square arches, of 50 feet span each, with a roadway elevation of 23 feet above the ground. It will contain about 1450 perches of masonry, and must be finished during the present season.

Fourth crossing bridge—Located near Orwigsburg landing, is intended to replace a wooden bridge recently destroyed by fire, and will consist of 4 square arches, of 46 feet span each, crossing the river Schuylkill, with a roadway elevation of 21 feet above the surface of the water. It will contain about 400 perches of masonry, and must be finished during the present season.

In all the above structures, the work must be carried on so as not to interfere with the trade of the road. The railroad company will prepare the foundations, erect and maintain the centres, furnish the lime, sand and cement, and the cars and motive power necessary to transport the stone on their road. All other expenses connected with the masonry to be borne by the contractors.

Plans and specifications in detail may be seen at this office, where all other necessary explanations will be given to those who wish to bid for the work.

J. DUTTON STEELE.
Engineer's office, P. & R. road, {
Pottstown, Pa., March 16, 1853. }

Notice to Contractors.

HANNIBAL AND ST. JOSEPH RAILROAD. SEALED PROPOSALS will be received at the office of the undersigned, in the city of Hannibal, Missouri, until the twentieth day of April, for the graduation, masonry and bridging of 25 miles of said road, extending west from Hannibal.

Proposals will also be received at our office, in the city of St. Joseph, Missouri, until the tenth day of May, for the graduation, masonry and bridging of 25 miles additional, extending east from St. Joseph. The remainder of the line, extending a distance of over 150 miles, will be placed under contract as soon as the same can be prepared by the engineers.

This line embraces some very heavy excavations and embankments, and several large bridges.

Plans, profiles and specifications will be ready at each place one week previous to the letting.

DUFF & LEARNED,
Contractors H. and St. J. R.R.

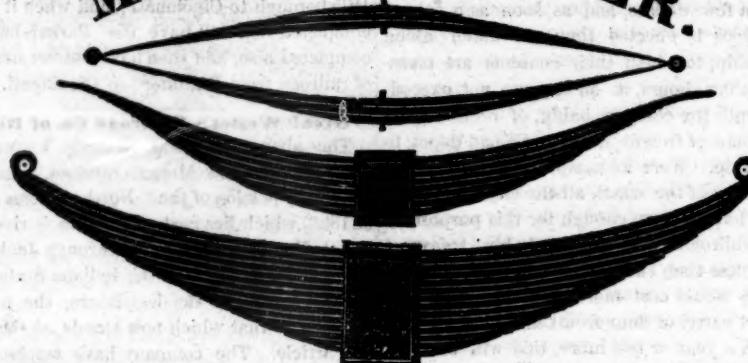
To Railroad Co's, Locomotive Builders and Engineers.

THE undersigned having taken the Agency of Ashcroft's Steam Gauge, would recommend their adoption by those interested. They have been extensively used on Railroads, Steamers and Stationary Boilers, where, from their accuracy, simplicity, and non-liability to derangement, they have given perfect satisfaction. In fact, for Locomotives, they are the only reliable Gauge yet introduced.

CHAS. W. COPELAND,
Consulting Engineer, 64 Broadway.

LOCOMOTIVE, TENDER AND RAILROAD CAR SPRING MANUFACTORY.

Mc DANEL & HORNER.



THE UNDERSIGNED, Manufacturers of Locomotive, Tender and Railroad Car Springs, beg leave to inform Railroad Companies, Locomotive and Car Builders, that we have enlarged our Works, and are prepared to execute,

ON THE MOST REASONABLE TERMS,

any orders for LOCOMOTIVE, TENDER and CAR SPRINGS, they may favor us with, OF THE BEST OF STEEL, all of which we have manufactured to order from SWEDE STEEL IRON.

Mc DANEL & HORNER,
WILMINGTON, DELAWARE.

April 15, 1853.

We respectfully call attention to testimonials in favor of our Springs from the following well-known gentlemen connected with Railroads:—

TESTIMONIALS.

Locomotive Works, Philadelphia, {
1st September, 1852.

MESSRS. Mc DANEL & HORNER,
Wilmington, Del.

Gentlemen:—In reply to your letter of yesterday, with regard to the character of the Springs which you have made for the Locomotives and Tenders constructed by us, we have much pleasure in stating that they have given entire satisfaction, and we have found them, upon trial with those made by others, to be superior in the essential qualities of elasticity and durability, combined with lightness, the result of employing the best material only, and having it properly manufactured.

We are using them exclusively under our Locomotives and Tenders, and can with confidence recommend them as being superior to any we have yet met with.

Yours respectfully,

NORRIS, BROTHERS.

Macon and Western Railroad, {
Macon, Oct. 14, 1852.

MESSRS. Mc DANEL & HORNER,
Dear Sirs:—This company have used the Springs made by your firm for several years under Engine, Baggage and Freight Cars, and have found them superior to any I have seen.

Yours respectfully,

THOS. DOUGHERTY,
Master Machinist M. and W. R. R.

Richmond, Va., November 1, 1852.

MESSRS. Mc DANEL & HORNER,
It affords me much pleasure to say, after some seven or eight years' use of your Steel Car Springs, I find them equal to any we have used, and have given entire satisfaction.

I am very respectfully yours,

THOS. SHARP,
Sup't R. F. and P. R. R.

Petersburg, Va., Sept. 18, 1852.

MESSRS. Mc DANEL & HORNER,
Dear Sirs:—I have been for several years past using Steel Springs of your manufacture under a large portion of the Cars that I have built for the different Railroads in this vicinity, and I consider them as good in every respect as any Steel Springs I have ever used.

Very respectfully yours, etc.,

URIAH WILLS,
Per Jas. J. LILLE.

This is to certify that we have for a number of years been using Steel Springs manufactured by McDanels & Horner, under our Locomotives, Tenders, Passenger and Freight Cars on the Philadelphia, Wilmington and Baltimore Railroad. I take pleasure in saying that they have always given entire satisfaction. Their durability and elasticity are superior to any others that we have used, and can confidently recommend their make of Spring to all Railroad Companies, and others who may want a good article.

I. R. TRIMBLE,

Gen'l Sup't P. W. and B. R. R.

Wilmington, Sept. 20, 1852.

Superintendent's Office Central Railroad, {
Savannah, Ga., October 15, 1852.

MESSRS. Mc DANEL & HORNER,
Wilmington, Del.

I have much pleasure in certifying to the superiority of your Steel Springs.

This company have for upwards of two years had in constant use your Locomotive, Tender and Railroad Car Springs, (the latter in large numbers,) and we have found them uniformly well finished, properly tempered and durable. Our orders have always been promptly filled, and your terms have been moderate.

Very truly yours,

MACPHERSON B. MELLIN,
General Superintendent.

A considerable number of Engine and Car Springs were furnished the Philadelphia and Reading Railroad several years since, by Mr. John McDanels, before the Company made such articles in their own workshops.

These Springs proved invariably of excellent quality, elastic and durable, and equal to the best in use during the above period.

G. A. NICOLLS,

Engineer, etc., Philadelphia and Reading R. R.
Reading, Pa., Sept. 9, 1852.

Macon and Western Railroad, {
Macon, Oct. 11, 1852.

MESSRS. Mc DANEL & HORNER,
Gents: This Company have purchased and used Car and Engine Springs of your manufacture. They have been tested under the same Cars with Springs from other approved makers, and, so far as appears to us, have proved themselves fully equal to any we have used.

Yours very respectfully,
EMERSON FOOTE, Sup't.

Wrought Iron Wheels!

THE SUBSCRIBER, Sole Agent in the United States for the Union Foundry in England, is prepared to take orders for, and to furnish promptly Wrought Iron Wheels at a low cost, of a superior quality, for Railway Cars. These wheels are extensively used in England, and are already in use on several important railroads in America. Samples of them can be seen at 24 Broadway, New York, and 9 Liberty Square, Boston.

4t 12

WM. BAILEY LANG.

Railroad Iron.

THE undersigned, Agent for the Manufacturers, is prepared to contract for T Rails, of the usual pattern and weights, to be delivered on board ship in Wales.

He will also receive and forward orders for the purchase of Railroad Iron and Metals generally, through the medium of his friends in London.

For terms, apply to

JOHN H. HICKS,
90 Beaver st.

April 1, 1853.

To Contractors.

PROPOSALS WILL be received to the 23d of April inclusive, at the Engineer offices of the Northwestern Virginia Railroad in Parkersburg, West Union and Clarksburg, for the GRADUATION and MASONRY of about 60 sections, averaging 1 mile each, of the road. The work will be mostly of the lighter kind, but embracing many sections of good size and some bridge masonry and tunnelling. There are 103 sections upon the road, of which upwards of 40 are under contract. The route to and along the line is easy—the Baltimore and Ohio Railroad, the Ohio River, and the Northwestern Turnpike, rendering it very accessible at all points.

Specifications will be distributed from the offices named, and also from Fetterman on the Baltimore and Ohio Railroad, near the east end of the line, on and after the 11th of April. Bidders must be well recommended, and will state what other work they may have in hand.

By order of the President and Directors.

BENJ. H. LATROBE,
Chief Engineer.

Baltimore, March 9th, 1853.

Notice to Contractors.

MISSISSIPPI and Atlantic Railroad, from Terre Haute to St. Louis Letting.—Sealed proposals, will be received at the office of the Company, either at Terre Haute, Indiana, or Marshall, Illinois, until and on the 15th day of May, 1853, at sundown, for the grading and masonry from Terre Haute, Indiana, to Pocahontas, Illinois, (124 miles) and for the bridge across the Wabash River.

Propositions will also be received until and on the 15th day of June, 1853, at sundown, at either of the above named offices, for the grading and masonry from Pocahontas to Caseyville, (30 miles).

Proposals will be preferred for sections not less than one nor more than three miles, but will be received and considered for sections of ten, fifteen and twenty miles.

The Company reserves the right to accept of such proposals as in their judgment will best secure the prompt construction of the road, and to reject any and all propositions as they may think proper.

Profiles and specifications can be seen at the office in Terre Haute for two weeks previous to the letting.

JOHN BROOK, President.
S. DWIGHT EATON, Engineer.

Terre Haute, Ind., March 1, 1853.

Brass Tubes for Locomotive & Marine Boilers.

THE undersigned, having been appointed agent for the highly respectable manufacturers, Messrs. Allen, Everett & Son, of Birmingham, is prepared to take orders at fixed prices, for Brass Tubes of all diameters for Marine and Locomotive Engines. These Tubes are found to answer well, and are now in most general use in England, they last much longer than iron, and when worn out, realize about half the amount of old metal. For further particulars and inspection of patterns, please apply to

JOHN H. HICKS,
90 Beaver St.

March 2d, 1853.

Notice to Contractors.

SEALED PROPOSALS will be received at the office of the Clinton line railroad company, in Hudson, Ohio, until the 20th day of May next, for the grading, masonry, bridging and superstructure of their entire road, from Hudson to the Pennsylvania state line.

Plans, profiles, and specifications will be exhibited, and all requisite information given, at the office of the company, in Hudson, on and after the 10th day of May next.

By order of the board of directors.

H. N. DAY, president.

W. B. BRINSMAN, engineer.

Hudson, March 29, 1853.

Gooch's Patent Steel Tires.

Haight Foundry Co.,
BROCK MILLS FORGE,
SOIL MANUFACTURERS.



GEORGE WOODWARD, 10 Ferry Street, New York, sole agent to the HAIGHT FOUNDRY CO., offers their make of GOOCH'S PATENT STEEL TIRES; Charcoal Iron Tires, finished or in the rough, superior to any other English make for hardness and endurance; Wrought IRON DRIVING WHEELS, Axles, and every description of forgings, at the lowest scale of prices commensurate with the high character of the material and workmanship.

GAS CANEEL and COAL, supplied, to order, direct from the GILLOW and SWINLEY mines, of the most superior quality. New York, 31 March, 1853.

Hoole, Staniforth & Co.,
MINERVA WORKS,
SHEFFIELD,

Steel Converters and Refiners; Manufacturers of Improved Cast Steel Engineering and Machine Files; Locomotive Engine, Railway Carriage and Wagon Springs.

Saws of every description, Engineers' Hammers, etc., etc., etc.

An assortment of Steel from the above Works constantly on hand by RICHARD MAKIN, Agent for the Manufacturers, 43 24 Broadway.

FORGINGS.

AXLES, SHAFTING, AND OTHER FORGINGS from the GLENDON FORGES, for sale by

GEORGE GARDNER & CO.,
BOSTON.

March 9, 1853.

STEEL.

NAYLOR & CO.,
MANUFACTURERS OF STEEL,

AT SHEFFIELD, ENGLAND,

HAVE on hand at their principle depots, No. 99 and 101 John Street, New York, No. 11 Liberty Square, Boston, No. 11 Commerce Street, Philadelphia. A large assortment of CAST, SHEAR, GERMAN BLISTER AND SPRING STEEL, of different qualities adapted to the various purposes for which Steel is used. March, 26, 1853.

Pease & Murphy,
FULTON IRON WORKS,
FOOT of Cherry st., E. R. Office, 27 Corlears, corner of Cherry st. Manufacturers of Land and Marine Engines. N. B. Engines and Boilers repaired.

6tf

Notice.

LITHOGRAPHY.—The Court having granted the petition of the undersigned for a dissolution of his partnership with ALPHONSE BRETT, trading under the firm of A. BRETT & CO., Lithographers, Philadelphia, and having removed from Goldsmith's Hall to that convenient business stand, the new Girard building, No. 50 South Third Street, he would therefore beg leave to inform his friends and the public, that he is prepared to execute lithography in all its branches, in a superior manner. Having the best artists and workmen employed, he can freely warrant his work as equal to any in the trade.

Publishers, civil engineers, machinists, and others requiring lithographs, plain or in colors, can depend on the correctness and high finish of their designs, along with promptness and despatch.

DAVID CHILLAS,

Ap 1m 90 1853 68 50 South Third street,

Fulton Car Manufactory,

CINCINNATI, OHIO.

GEORGE KECK would respectfully call the attention of Railroad Companies in the West and South to his establishment at Cincinnati. His facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. He is prepared to execute to order, on short notice, Eight-wheeled Passenger Cars of the most superior description. Open and Covered Freight Cars, Four or Eight-wheel Crank and Lever Hand Cars, Trucks, Wheels and Axles, and Railroad Work generally.

Cincinnati, Ohio, February 9, 1853.

Etna Safety Fuse.

THIS superior article for igniting the charge in wet or dry blasting, made with DUPONT'S best powder, is kept for sale at the office and depot of

REYNOLDS & BROTHER,
Sole Manufacturers,
No. 88 Liberty St.
NEW YORK.

And in the principal cities and towns in the U. States. The Premium of the AMERICAN INSTITUTE was awarded to the Etna Safety Fuse at the last Fair held in this city.

Never before 1849.

ly

Gerard Ralston,

21 TOKEN HOUSE YARD, LONDON,
OFFERS HIS SERVICES FOR THE

PURCHASE AND SALE OF
AMERICAN SECURITIES,
COLLECTION OF DIVIDENDS,
DEBTS, LEGACIES, ETC.,
And for the Purchase and Inspection of
Railroad Iron, Chairs, or
any kind of Machinery.

REFERENCES:

Messrs Palmer, McKillop, Dent & Co., London.
" George Peabody & Co., London.
" Curtis, Bouve & Co., Boston.
Richard Irvin, Esq., New York.
Robert Ralston, Esq., Philadelphia.
C. C. Jamieson, Esq., Baltimore.

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Virginia Locomotive and Car Works.

Wolfe Street and River Potomac, Alexandria, Va
SMITH & PERKINS, Proprietors.

MANUFACTURE

Locomotive Engines and Tenders.
Marine and Stationary Engines and Boilers.
Chilled Car Wheels and Axles.
Patent Chilled and Wrought Slip-tire.
Machinery and Castings generally.

The undersigned having erected very extensive shops, and procured the most modern machinery and tools, are prepared to execute orders for Locomotive Engines, Cars, and Machinery of all kinds, with despatch, and on the most favorable terms.

R. C. SMITH,

La 100 of the Alexandria Iron Works.
THATCHER PERKINS,
Late Master of Machinery on the Balt. & O. R.R.
July 22 1851

CAUTION.

India-rubber Car Springs.

AN advertisement having lately appeared in the public papers, signed H. H. Day, claiming to have received from the American Institute, the premium for the best India-rubber Car Spring, the subscribers think it well for the satisfaction of their friends and those interested, as well as for the purpose of exposing false statements, to publish the following Diploma, lately awarded to F. M. RAY, the inventor of the Spring. The original of which can be seen at the office of the company, No. 104 Broadway, New York.

DIPLOMA—Awarded by the American Institute to F. M. RAY, for the best India-rubber Car Spring. A Gold Medal having been before awarded.

Signed, JAMES TALLMADGE,

President.

N. MILES, Recording Sec'y.
ADONIRAM CHANDLER, Cor'g. Sec'y.

New York, Oct., 1851.

New England Car Spring Co., No. 104 Broadway
New York. 7tf.

Notice to Contractors.

OFFICE N. O., OPELOUSSA & GREAT
WESTERN RAILROAD CO.,
New Orleans, March 5th, 1853.

SEALED PROPOSALS will be received at this office, until the 10th of May next, for the construction of that portion of the road between Bayou Lafourche and Berwick's Bay, a distance of 31 miles; also from Berwick's Bay to Washington, 92 miles, including a branch road of 18 miles. Proposals will be made for the entire completion of the road, (except furnishing iron.)

References of ability, and security, will be required.

Plans and specifications of the work to be seen at this office, after the 10th of April.

JAMES G. GIBBES, Chief Engineer.

Locomotive Engines. DANFORTH, COOK & CO., PATTERSON, N. J.

HAVING erected an extensive Shop, with the most approved Machinery and Tools, are prepared to execute orders for the various classes of Freight and Passenger Locomotive Engines and Tenders, in the best manner and on the most favorable terms.

Also, Stationary Engines, and the various Tools suitable for furnishing Repair Shops.

The business of Machine making, heretofore carried on by Charles Danforth & Co., is continued by the present firm, and all orders will receive prompt attention.

1449

BOWLING TIRE BARS.

40 Best Flange Bars	5 1-2x2 inches	11 feet long.
40 " "	5 1-2x2 "	7 feet 3 in. long.
40 " Flat "	6x2 "	11 feet long.
40 " "	6x2 "	7 feet 6 in. long.

Now in store and for sale by RAYMOND & FULLERTON,
45 Cliff street.

Iron, Steel and Hardware.

H. & J. HOPKINS,
93 & 95 Barclay St.,

NEW YORK.

IMPORTERS OF ENGLISH and REFINED IRON of the BEST BRANDS, suitable for LOCOMOTIVE and CAR BUILDERS' use.

Also, Cast, Spring and German Steel, of all sizes—together with a full assortment of Hardware—Contractors and Blacksmiths' Tools, Chains, etc., which we offer at the lowest rates.

March 9, 1853.

Buffalo Car Works.

TOWNSEND & COIT, Proprietors.

WE are now erecting an extensive Establishment for the manufacture of Railroad Cars, which will be furnished with all the conveniences known to the business, and ready for operation by the 1st day of June next, at which time we will be ready to execute orders for Baggage, Box, Platform and Cattle Cars, of the most approved style and finish. Meantime we are prepared to make contracts for work to be furnished during the summer and fall.

TOWNSEND & COIT, Buffalo.

February 23, 1853.

Alton, Mt. Carmel and New Albany Railroad.

NOTICE is hereby given, that there are no Bonds of this company in circulation, as the books of this company will testify that no bonds have ever been issued or authorized.

And, as all the stock formerly subscribed on the books of this company was, on the 4th and 18th of December, 1852, sold by the sheriff, under executions issuing from the Circuit Court of Edwards county, Illinois, and was by the purchasers at such sales, or by their assignees, surrendered to the present board of directors, on the 29th of January, 1853: All Certificates of Stock bearing date previous to that time are worthless.

It having been reported, that bonds and certificates of stock of this company have been offered for sale or pledge by parties formerly connected with this company, the board have thought it right thus to put the public on their guard.

F. B. THOMPSON,

Prest. Mt. C. & N. A. R.R. Co.

SAMUEL THOMPSON, M. D.

Sec'y to the Board.

March 7th, 1853.

1m12

A. Whitney & Son,

PHILADELPHIA, PA.

MANUFACTURERS of Chilled Railroad Wheels for Cars and Locomotives. Also furnish Wheels fitted complete on best English and American Rolled and American Hammered Axles. 31t

RAILROAD CAR AND COACH TRIMMINGS.

Doremus & Nixon,
No. 21 PARK PLACE,

18 MURRAY STREET,
IMPORTERS

OF PLAIN AND FIGURED MOHAIR PLUSH;

Printed and Uncut do. do. entirely new designs;
ALSO GERMAN OIL CLOTHS FOR HEAD LININGS,

Enamelled with Gold and Silver and Velvet Printed.

These Headings are the most beautiful ever shown, having been made expressly for American Cars. D. & N. are sole Agents.

ALSO, PATENT PARIS COTTON FELT.

This is a patented article, makes a better and more desirable cushion than hair; retains its elasticity longer, and is free from vermin.

It is being extensively used by Car and Omnibus builders, and is sold at about half the price of curled hair.

ALSO, BROCATELLES and MOQUETTES.**ALSO, CURLLED HAIR.**

N. B.—We have the Plush and Linings in bond for exportation.

DOREMUS & NIXON.

November, 1852

SIMEON DRAPER, No. 46 Pine-st., offers for sale, a variety of RAILROAD BONDS and STOCKS; also CITY, TOWN and COUNTY BONDS, among which are—

1st Mortgage Convertible Bonds:

	Payable in
7 per ct.—Buffalo, Corning and New York R. R.	New York, 1867
7 per ct.—Western Vermont R. R.	1861-71
7 per ct.—Columbus, Piqua and Indiana.	1862
7 per ct.—Catawissa, Williamsport and Erie.	1867
8 per ct.—Peoria and Oquawka.	1868
6 per ct.—Maysville and Lexington.	1870
6 per ct.—Dauphin and Susquehanna Coal Co.	1877

1st Mortgage Bonds:

7 per ct.—Corning & Bloomsburg.	1873
7 per ct.—Buffalo and New York City.	1866
7 per ct.—Mansfield and Sandusky.	1860
7 per ct.—Toledo, Norwalk and Cleveland.	1861
7 per ct.—Vermont Valley.	1861
7 per ct.—New Jersey Central.	1860-70
7 per ct.—Brunswick Canal Co.	1857
7 per ct.—Troy and Bennington.	Troy, N.Y. 1862

Also, second Mortgage bonds of many of the above companies, and—

7 per ct.—Saratoga and Washington R. R. New York.	1862
7 per ct.—Troy and Boston.	1864
7 per ct.—Muscogee Railroad.	Savannah, 1862
7 per ct.—Huron and Oxford.	New York, 1862
10 per ct.—Mansfield and Sandusky R. R. Co.	1855-57
7 per ct.—Township of Portland, Ohio.	1862
7 per ct.—City of Dayton, Ohio, guaranteed by Mad River R. R.	1861

10 per ct.—City of Keokuk, Iowa.	Keokuk, 1863
7 per ct.—Town of Huron, Erie county, Ohio.	Huron, 1861
7 per ct.—Town of Newark, O.	New York, 1860
7 per ct.—City of Sandusky, convertible into State of California.	1866
7 per ct.—Mortgage bonds of the Atlantic Steamship Co.	1862-72

12 per ct.—Improvement Scrip of the State of Wisconsin for improvement of Fox River.	1862
Butland and Whitehall Stock, with guarantee of 7 per cent. dividend by Saratoga and Washington Railroad.	

Stock in the Western Vermont R. R. Co.

Stock in the Mad River R. R. Co.

Stock in the Buffalo, Corning and New York R. R. Co.

Stock in the Mansfield and Sandusky R. R. Co.

Stock in the New York and Virginia Mail Steamship Company, paying 20 per cent. dividends.

Stock in the New York and Erie R. R.

Stock in the Hudson River R. R.

Stock in the New York and Hudson R. R.

Stock in the New York and Oswego R. R.

Stock in the New York and Susquehanna R. R.

Stock in the New York and Erie R. R.

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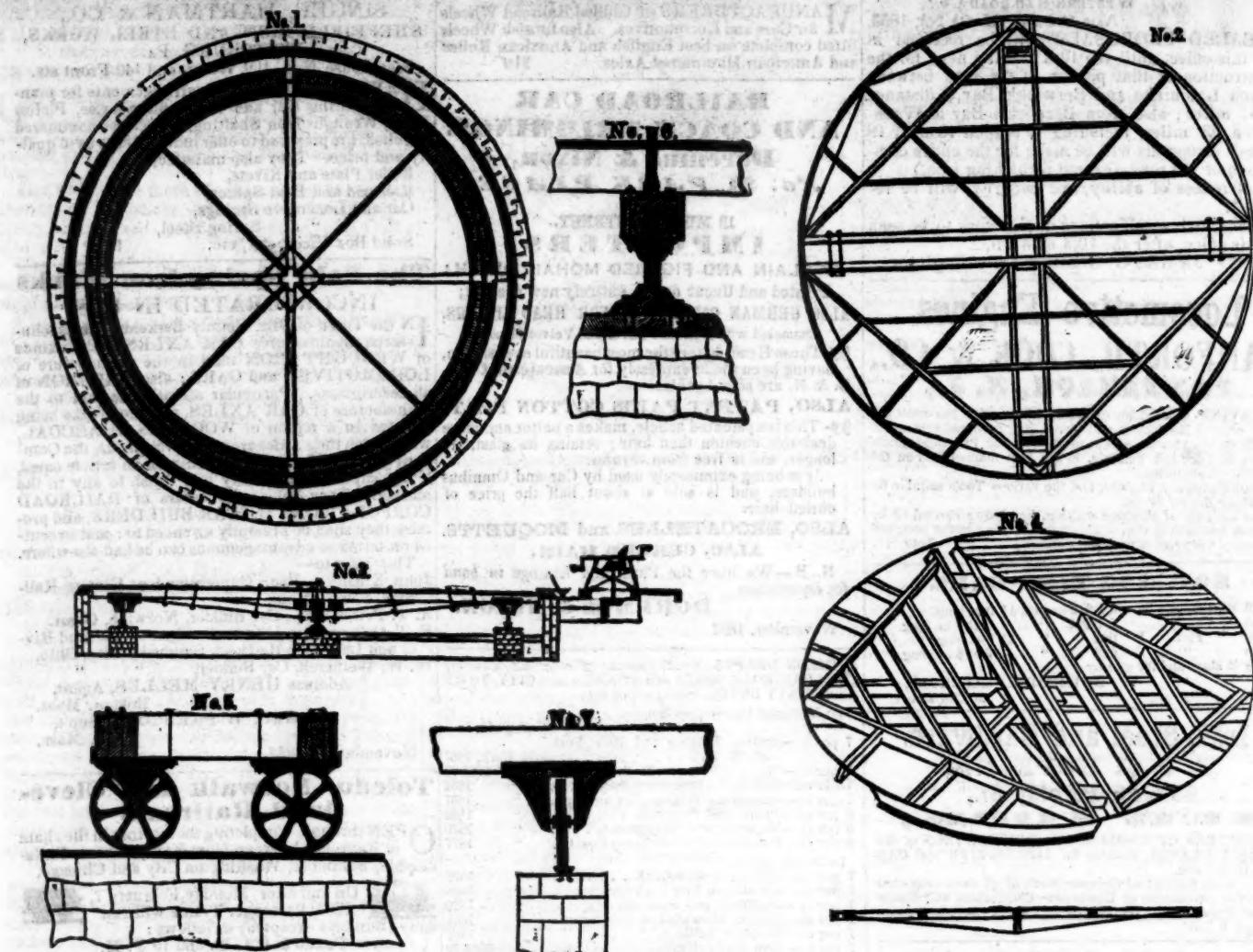
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Stock in the New York and New Haven R. R.

Stock in the New York and New Haven R. R.

CARHART'S IMPROVED TURNTABLE.



THIS TURNTABLE, together with an Engine and Tender of 30 tons weight, is capable of being turned by ONE MAN in 25 SECONDS.

The Patentee of this Improved Table would solicit an examination by those Railroad Companies which have not tried its merits. It is guaranteed to be the cheapest and most durable one now in use; its simplicity rendering it impossible to get out of repair, unless it is placed upon treacherous foundations. The whole cost, ready for use, was formerly \$1,300 apiece; this included all the workmanship and materials, which were the best that could be furnished, with the exception of excavating the pit and furnishing the rail for the tracks. At the present time, owing to the rise in Iron, and the scarcity of stone at some points, the subscriber is compelled to ask a small advance on the above mentioned price. Should it suit the pleasure of any to confer with the subscriber for further particulars,

or inquire into the practical utility of the Table as and smooth. The centre pier is of stone, with a step for the screw and pivot bolted to the same.

referred to the

Hudson River R. R. Co.,

S. W. Roberts, Esq., Chief Engineer of the Ohio and Penn. R. R., at Pittsburgh, Pa.

O. Barnes, Esq., Resident Engineer of the Central Pennsylvania R. R., Pittsburgh, Pa.

J. Durand, Esq., Supt of Cleveland and Pittsburgh R. R.

Wm. E. Furgason, Esq., Chief Engineer of Toledo, Norwalk and Cleveland R. R., Cleveland, O.

A. J. Conover, Esq., Chief Engineer of Columbus, Piqua and Indiana R. R., at Piqua, O.

Fig. 1, of the above cut, represents the Foundations, consisting of the Bank and Track Walls, the latter made of cut, and the former of hammer-dressed stone, with a cut coping. The Track is spiked and leaded to the stone wall, and cut perfectly level

Fig. 2, shows the Carcass Framing.

Fig. 3, is a side view of one Main Truss, with the mode of gearing, including the mitre-wheels, and iron crank frame, rack and pinion.

Fig. 4, gives perspective view of the rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

Fig. 6, is the screw for the pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of the track wall, well and pedestal.

For further particulars, please address

D. M. CARHART,
Cleveland, Ohio.

February 14, 1853.

LOW MOOR AXLES,

A SUPERIOR Article for Railroad Cars, supplied by the Manufacturers' Agent - WM. BAILEY LANG, 9 Liberty Square, Boston, and 24 Broadway, New York.

CAUTION.

RAILROAD Companies, and the public generally are hereby cautioned against purchasing Richardson's Patent Oil Cups, or the right to use the same, except of the undersigned, Proprietor of the Patent, or of some one acting under his authority. Communications addressed to him at Westminster, Vt., will be promptly attended to.

E. DeWOLF, Jr.

Oct. 2, 1852. ly*

To Engineers, Architects and Draughtsmen.

THE undersigned begs respectfully to inform Gentlemen in the above professions, that he has constantly on hand a great variety of Instruments for Field and Office use.

JAS. PRENTICE,
315 Broadway, N. Y.

Railroad Iron.

THE undersigned Agent for the manufacturers, is prepared to contract for T Rail, of the usual patterns and weights, to be delivered on board ship in Wales, or at this port.

For terms, apply to JOHN H. HICKS,
90 Beaver st.

March 2d, 1853.

Wm. Swinburne,

LOCOMOTIVE ENGINE BUILDER, Paterson, N. J., is prepared to execute orders for Freight and Passenger Engines; also, Tenders, Wheels, Axles, Boilers and Railway Machinery in general, with all the modern improvements, etc.

6tf

Krupp's Prussian CAST STEEL AXLES.

THESE Axles have never been known to break. How many more victims are to be sacrificed before their use becomes universal?

THOS. PROSSER & SON,
Sole Agents, 28 Platt st., New York.
New York, Feb. 7, 1853.